

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

**ROS-35-26.17**  
LIBERTY TOWNSHIP  
JEFFERSON TOWNSHIP  
ROSS COUNTY

PROJECT DESCRIPTION

CONSTRUCTION OF; FOUR LANE LIMITED ACCESS HIGHWAY (U.S. 35) FROM THE U.S. 50/U.S. 35 SPLIT AND ATHENS ROAD TO RICHMOND DALE; TWO RAMPS AND RELOCATION OF U.S. 35 CONNECTOR WEST AT THE U.S. 50/U.S. 35 SPLIT; DIAMOND INTERCHANGE AND THE RELOCATION OF U.S. 35 CONNECTOR EAST; DOUBLE U.S. 35 BRIDGES OVER DRY RUN, CSX RAILROAD, LANCASTER ROAD, WALNUT CREEK, MUSGROVE ROAD, JACKSON SHORT LINES, AND SALT CREEK, VIGO ROAD OVER SALT CREEK, AND VIGO/WATSON ROAD OVER U.S. 35

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE OF OHIO.

1997 SPECIFICATIONS

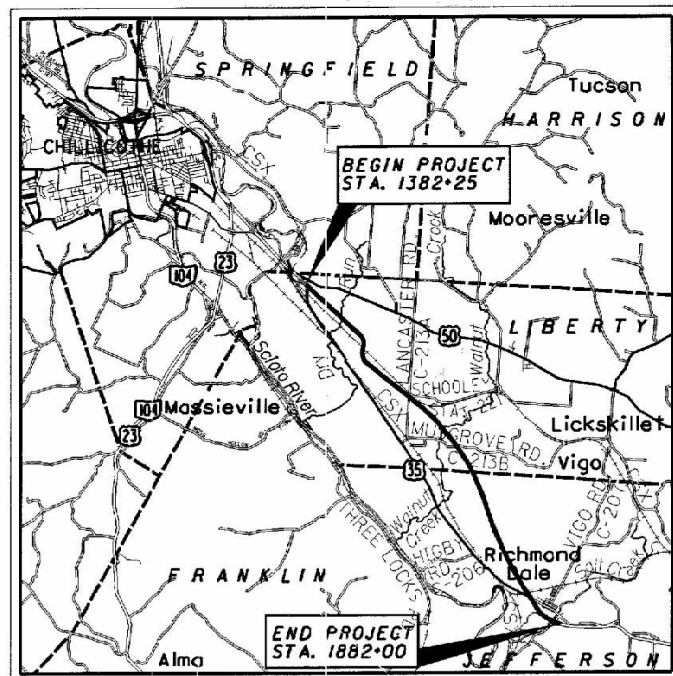
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT FOR RAMPS AND SIDE ROADS AS DESCRIBED AND SHOWN ON SHEETS 39-50, AND THAT PROVISION FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (I) OF THE OHIO REVISED CODE, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERECTED.

APPROVED *John F. Hagen*  
DATE 12/17/01 DISTRICT DEPUTY DIRECTOR

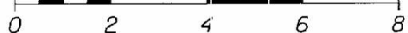
APPROVED *Gordon Proctor*  
DATE 1-15-02 DIRECTOR, DEPARTMENT OF TRANSPORTATION



LOCATION MAP

LATITUDE: 39°15'52" LONGITUDE: 82°52'12"

SCALE IN MILES



PORTION TO BE IMPROVED: INTERSTATE & DIVIDED HIGHWAY: UNDIVIDED STATE & FEDERAL ROUTES: OTHER ROADS:

DESIGN DESIGNATION

CURRENT ADT (2002)	15,720
DESIGN YEAR ADT (2022)	23,720
DESIGN HOURLY VOLUME (2022)	2,372
DIRECTIONAL DISTRIBUTION	62%
TRUCKS (24 HOUR B&C)	32%
DESIGN SPEED	70 MPH
LEGAL SPEED	60 MPH

DESIGN FUNCTIONAL CLASSIFICATION - RURAL ARTERIAL

DESIGN EXCEPTIONS

NONE REQUIRED

**UNDERGROUND UTILITIES**  
TWO WORKING DAYS  
**BEFORE YOU DIG**  
CALL 1-800-362-2764 (TOLL FREE)  
OHIO UTILITIES PROTECTION SERVICE  
NON-MEMBERS  
MUST BE CALLED DIRECTLY

PLAN PREPARED BY:

**PARSONS BRINCKERHOFF OHIO, INC.**  
6235 ENTERPRISE COURT  
DUBLIN, OHIO 43016

INDEX OF SHEETS:

TITLE SHEET	1	DRAINAGE PLAN & PROFILES W/ ESTIMATED QUANTITY SHEETS	588-670
SCHEMATIC PLANS	2-6	OUTFALL PROFILES & CROSS SECTIONS	671-689
CENTERLINE REFERENCE POINTS	7-10	UNDERDRAIN SUMMARY TABLES	690-698, 698A
PRIMARY CONTROL POINTS	11	PAVEMENT DETAILS	699-708 708A
BENCHMARKS	12	JOINT DETAILS	709-724
COORDINATE TABLES	13	NOT USED	725
TYPICAL SECTIONS	14-25	MISC. DETAILS	726-730 728A, 730A
GENERAL NOTES	26-33	STRUCTURES 20' AND UNDER	
MAINTENANCE OF TRAFFIC PLANS	34-51,35A	ROS-35-2948	731-733
GENERAL SUMMARY	52-57	ROS-35-3193	734-736
SUB-SUMMARIES	58-61,58A	ROS-35-3266	737-739
CALCULATIONS	62-65	CULVERT U.S.35 CONNECTOR EAST STA.75+90.45	740-742
SEEDING QUANTITY TABLE	66-70	ROS-CR207-2039	742A
PAVEMENT ELEVATION TABLES	71-150, 150A, 150B	ROS-CR207-2124	742B
STORM WATER POLLUTION PREVENTION PLANS	151-168	RETAINING WALL MUSGROVE RD.	930-933
PLAN & PROFILE W/ ESTIMATED QUANTITY SHEETS (MAINLINE)	169-222	STORM SEWER PROFILES	743-782
CROSS-SECTIONS (MAINLINE)	223-494	NOT USED	783-784
PLAN & PROFILE W/ ESTIMATED QUANTITY SHEETS (RAMPS/SIDE ROADS)	495-518	TRAFFIC CONTROL PLANS	785-809
CROSS-SECTIONS (RAMPS/SIDE ROADS)	519-586	LIGHTING PLANS	810-821
NOT USED	587	GRADING PLANS	822-824, 824A
		WETLAND MITIGATION PLANS	824B
		WETLAND MITIGATION GENERAL NOTES	824C, 824D, 824E
		STRUCTURES OVER 20'	
		ROS-35-2717L&R	825-839
		ROS-35-2839L&R	840-857, 851A
		ROS-35-2960L&R	858-878, 870A
		ROS-35-3065L&R	879-910
		ROS-35-3116L&R	911-929
		ROS-35-3454L&R	934-956
		ROS-35-3512	957-969, 958A, 965A
		ROS-35-3528L	970-989
		ROS-35-3528R	990-1011
		ROS-CR207-0193	1012-1034
		ROS-50-2877	1035-1038
		NOT USED	1039, 1040, 1041, 1042, 1043, 1044
		FENCE PLAN	1045-1087
		RIGHT OF WAY PLANS	1088-1175
		SOIL PROFILE/FOUNDATION INVESTIGATION	UNNUMBERED

STANDARD CONSTRUCTION DRAWINGS

BP-2.1	7-28-00	GR-5.2M	11-30-94	MH-1.1	7-20-01
BP-2.2	7-28-00	GR-5.3M	11-30-94	MH-1.2	7-20-01
BP-2.3	7-28-00	GR-6.1M	1-3-96		
BP-3.1	7-28-00	GR-6.2M	1-3-96	TC-22.20	1-19-01
BP-4.1	7-28-00			TC-41.10	1-19-01
BP-5.1	7-28-00	RM-1.1	4-29-99	TC-41.20	1-19-01
BP-6.1	7-28-00	RM-4.2M	10-21-97	TC-41.50	1-19-01
BP-7.1	7-28-00	RM-4.3M	10-21-97	TC-42.10	1-19-01
BP-8.1	7-28-00	RM-4.5M	10-21-97	TC-42.20	4-20-01
BP-9.1	7-28-00			TC-51.11	4-20-01
F-2.1	7-28-00	CB-2.3	7-20-01	TC-51.12	4-20-01
F-3.1	7-28-00	CB-3.1	7-20-01	TC-52.10	4-20-01
F-3.2	7-28-00	CB-3.2	7-20-01	TC-52.20	4-20-01
F-3.3	7-28-00	CB-3.3	7-20-01	TC-61.10	1-19-01
F-3.4	7-28-00	CB-3.4	7-20-01	TC-65.10	1-19-01
				TC-65.11M	10-19-01
GR-1.1M	10-21-97	HW-1.1	7-20-01	TC-65.12	10-19-01
GR-1.2M	1-3-96	HW-2.1	7-20-01	TC-72.20	1-19-01
GR-1.3M	11-30-94	HW-2.2	7-20-01	TC-73.10	1-19-01
GR-2.1M	4-14-98				
GR-3.1M	10-21-97	DM-1.1	7-20-01		
GR-3.2M	10-21-97	DM-1.2	7-20-01		
GR-4.2M	10-21-97	DM-2.1	7-20-01		
GR-4.3M	10-21-97	DM-4.1	7-20-01		
GR-4.4M	11-30-94	DM-4.2	7-20-01		
GR-4.5M	4-29-99	DM-4.3	7-20-01		
GR-5.1M	4-21-95	DM-4.4	7-20-01		

(CONTINUED ON SHEET 2 OF 1175)

ENGINEERS SEAL:

FOR STRUCTURES OVER 20 FT.



SIGNED: *Eric B. Sherer*

DATE: 12-14-01

ENGINEERS SEAL:

FOR ENTIRE PLAN EXCEPT STRUCTURES OVER 20 FT.



SIGNED: *Naïel A. Hussein*

DATE: 12-14-2001

ROS-USR 35-26.17/VARIOUS  
020151  
DIST 09  
PID #19160  
04-10-02

FEDERAL PROJECT NO.  
TE21-G000(572)

PID NO.  
19160

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT  
CSX RAILROAD & JACKSON SHORT LINE

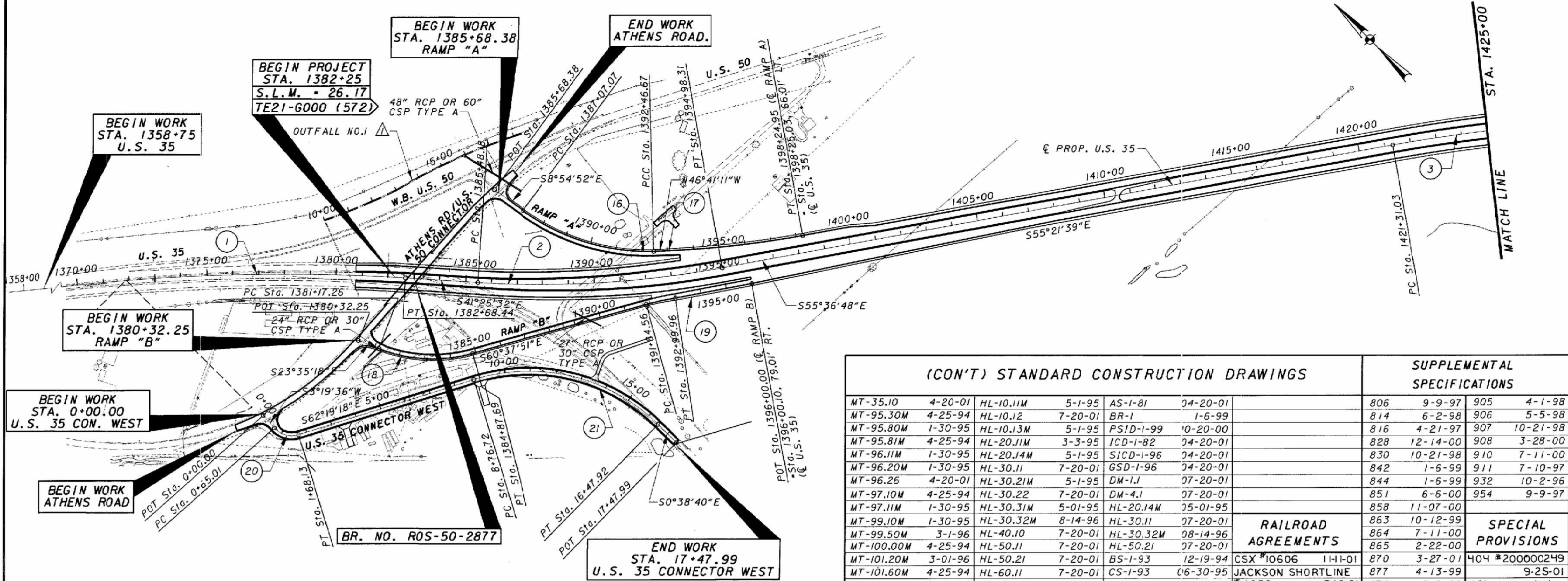
ROS-35-26.17

1175



**SCHEMATIC PLAN**

**ROS-35-26.17**



(CON'T) STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS			
MT-35.10	4-20-01	HL-10.11M	5-1-95	AS-1-81	04-20-01	806	9-9-97	905	4-1-98
MT-95.30M	4-25-94	HL-10.12	7-20-01	BR-1	1-5-99	814	6-2-98	906	5-5-98
MT-95.80M	1-30-95	HL-10.13M	5-1-95	PSID-1-99	10-20-00	816	4-21-97	907	10-21-98
MT-95.81M	4-25-94	HL-20.11M	3-3-95	ICD-1-82	04-20-01	828	12-14-00	908	3-28-00
MT-96.11M	1-30-95	HL-20.14M	5-1-95	SICD-1-96	04-20-01	830	10-21-98	910	7-11-00
MT-96.20M	1-30-95	HL-30.11	7-20-01	GSD-1-96	04-20-01	842	1-6-99	911	7-10-97
MT-96.25	4-20-01	HL-30.21M	5-1-95	DM-1.1	07-20-01	844	1-6-99	932	10-2-96
MT-97.10M	4-25-94	HL-30.22	7-20-01	DM-4.1	07-20-01	851	6-6-00	954	9-9-97
MT-97.11M	1-30-95	HL-30.31M	5-01-95	HL-20.14M	05-01-95	858	11-07-00		
MT-99.10M	1-30-95	HL-30.32M	8-14-96	HL-30.11	07-20-01	863	10-12-99		
MT-99.50M	3-1-96	HL-40.10	7-20-01	HL-30.32M	08-14-96	864	7-11-00		
MT-100.00M	4-25-94	HL-50.11	7-20-01	HL-50.21	07-20-01	865	2-22-00		
MT-101.20M	3-01-96	HL-50.21	7-20-01	BS-1-93	12-19-94	870	3-27-01	404	*200000249
MT-101.60M	4-25-94	HL-60.11	7-20-01	CS-1-93	06-30-95	877	4-13-99		9-25-01
MT-105.10M	4-25-94	HL-60.31	7-20-01	EXJ-4-87	04-20-01	878	6-6-00	401	6/27/01
MT-105.10M	4-25-94			TST-1-99	10-20-00	859	10-21-98		NPDES 12/07/01

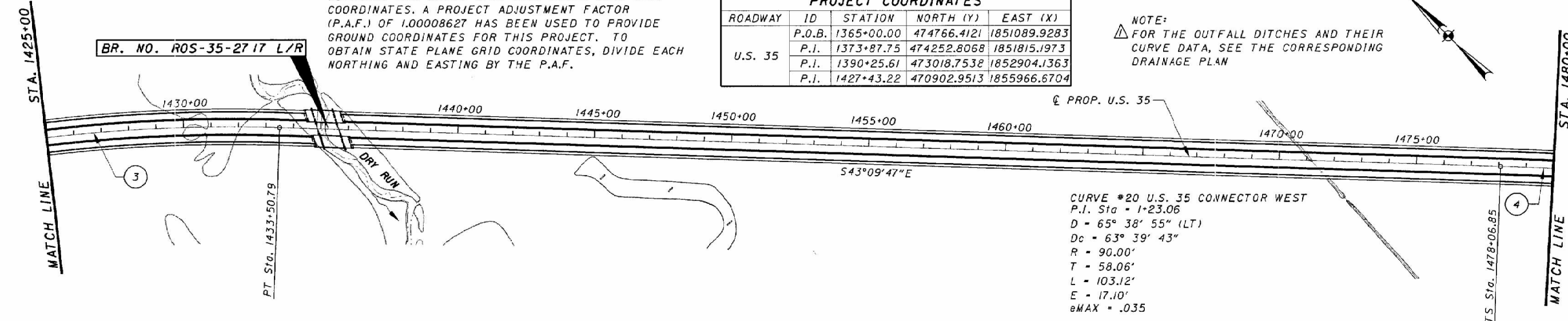
**RAILROAD AGREEMENTS**

**SPECIAL PROVISIONS**

**BASIS OF BEARINGS:**  
 BEARINGS ARE BASED UPON OHIO SOUTH ZONE GRID COORDINATES. A PROJECT ADJUSTMENT FACTOR (P.A.F.) OF 1.00008627 HAS BEEN USED TO PROVIDE GROUND COORDINATES FOR THIS PROJECT. TO OBTAIN STATE PLANE GRID COORDINATES, DIVIDE EACH NORTHING AND EASTING BY THE P.A.F.

PROJECT COORDINATES				
ROADWAY	ID	STATION	NORTH (Y)	EAST (X)
U.S. 35	P.O.B.	1365+00.00	474766.4121	1851089.9283
	P.I.	1373+87.75	474252.8068	1851815.1973
	P.I.	1390+25.61	473018.7538	1852904.1363
	P.I.	1427+43.22	470902.9513	1855966.6704

**NOTE:**  
 Δ FOR THE OUTFALL DITCHES AND THEIR CURVE DATA, SEE THE CORRESPONDING DRAINAGE PLAN



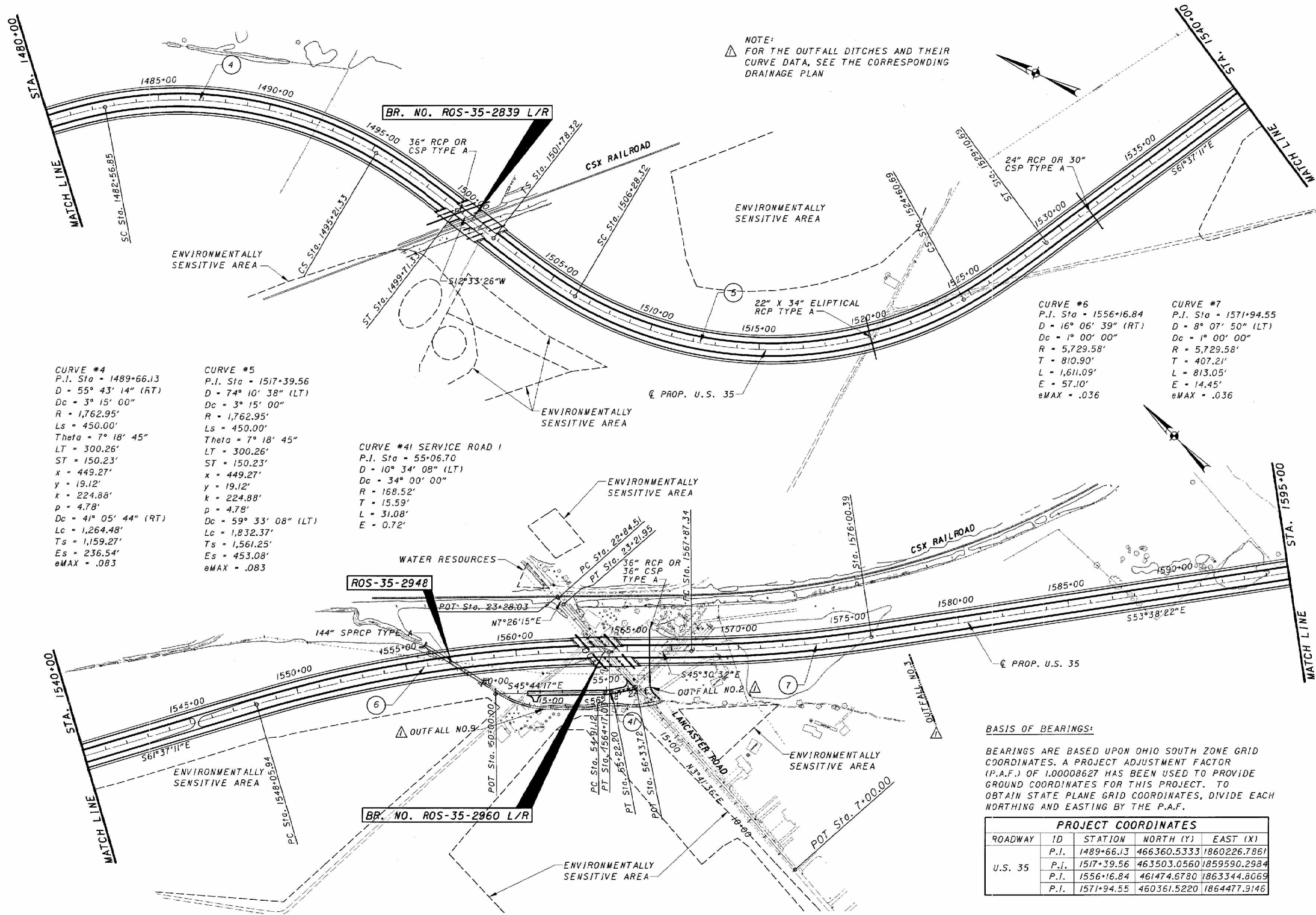
CURVE #1	CURVE #2	CURVE #3	CURVE #16 US 50 RAMP A	CURVE #17 US 50 RAMP A	CURVE #18 US 50 RAMP B	CURVE #19 US 50 RAMP B	CURVE #21 U.S. 35 CONNECTOR WEST
P.I. Sta = 1373+87.75	P.I. Sta = 1390+25.61	P.I. Sta = 1427+43.22	P.I. Sta = 1389+87.09	P.I. Sta = 1395+36.37	P.I. Sta = 1383+09.20	P.I. Sta = 1392+42.33	P.I. Sta = 13+04.48
D = 13° 16' 12" (RT)	D = 13° 56' 07" (LT)	D = 12° 11' 51" (RT)	D = 37° 46' 20" (LT)	D = 8° 40' 09" (LT)	D = 37° 02' 34" (LT)	D = 6° 55' 27" (RT)	D = 61° 41' 47" (RT)
Dc = 0° 45' 00"	Dc = 1° 28' 00"	Dc = 1° 00' 00"	Dc = 7° 00' 00"	Dc = 1° 29' 57"	Dc = 10° 00' 00"	Dc = 6° 00' 00"	Dc = 8° 00' 00"
R = 7,639.44'	R = 3,906.53'	R = 5,729.58'	R = 818.51'	R = 3,821.94'	R = 572.96'	R = 954.93'	R = 716.20'
T = 888.64'	T = 477.42'	T = 612.19'	T = 280.02'	T = 289.69'	T = 191.95'	T = 57.77'	T = 427.76'
L = 1,769.33'	L = 950.13'	L = 1,219.76'	L = 539.60'	L = 578.28'	L = 370.43'	L = 115.40'	L = 771.20'
E = 51.51'	E = 29.06'	E = 32.61'	E = 46.57'	E = 10.96'	E = 31.30'	E = 1.75'	E = 118.02'
eMAX = .028	eMAX = .052	eMAX = .036	eMAX = .053	eMAX = .02	eMAX = -.059	eMAX = .05	eMAX = .081



**SCHEMATIC PLAN**

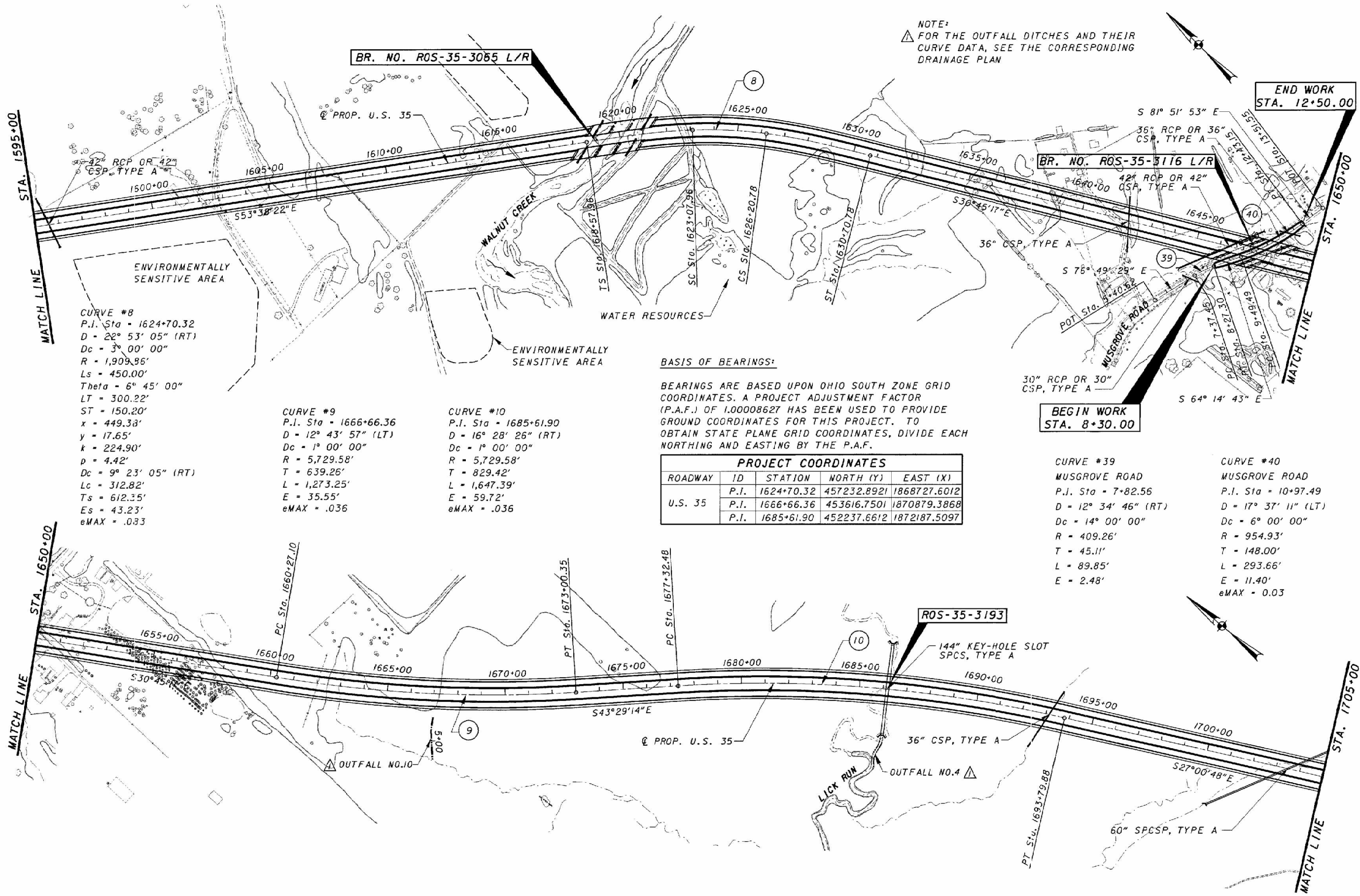
**ROS-35-26.17**

NOTE:  
 △ FOR THE OUTFALL DITCHES AND THEIR CURVE DATA, SEE THE CORRESPONDING DRAINAGE PLAN

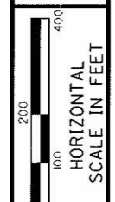


**BASIS OF BEARINGS:**  
 BEARINGS ARE BASED UPON OHIO SOUTH ZONE GRID COORDINATES. A PROJECT ADJUSTMENT FACTOR (P.A.F.) OF 1.00008627 HAS BEEN USED TO PROVIDE GROUND COORDINATES FOR THIS PROJECT. TO OBTAIN STATE PLANE GRID COORDINATES, DIVIDE EACH NORTHING AND EASTING BY THE P.A.F.

PROJECT COORDINATES				
ROADWAY	ID	STATION	NORTH (Y)	EAST (X)
U.S. 35	P.I.	1489+66.13	466360.5333	1860226.7861
	P.I.	1517+39.56	463503.0560	1859590.2984
	P.I.	1556+16.84	461474.6780	1863344.8069
	P.I.	1571+94.55	460361.5220	1864477.9146



NOTE:  
 ▲ FOR THE OUTFALL DITCHES AND THEIR CURVE DATA, SEE THE CORRESPONDING DRAINAGE PLAN



**CURVE #8**  
 P.I. Sta - 1624+70.32  
 D = 22° 53' 05" (RT)  
 Dc = 3° 00' 00"  
 R = 1,909.96'  
 Ls = 450.00'  
 Theta = 6° 45' 00"  
 LT = 300.22'  
 ST = 150.20'  
 x = 449.38'  
 y = 17.65'  
 k = 224.90'  
 p = 4.42'  
 Dc = 9° 23' 05" (RT)  
 Lc = 312.82'  
 Ts = 612.35'  
 Es = 43.23'  
 eMAX = .033

**CURVE #9**  
 P.I. Sta - 1666+66.36  
 D = 12° 43' 57" (LT)  
 Dc = 1° 00' 00"  
 R = 5,729.58'  
 T = 639.26'  
 L = 1,273.25'  
 E = 35.55'  
 eMAX = .036

**CURVE #10**  
 P.I. Sta - 1685+61.90  
 D = 16° 28' 26" (RT)  
 Dc = 1° 00' 00"  
 R = 5,729.58'  
 T = 829.42'  
 L = 1,647.39'  
 E = 59.72'  
 eMAX = .036

**BASIS OF BEARINGS:**

BEARINGS ARE BASED UPON OHIO SOUTH ZONE GRID COORDINATES. A PROJECT ADJUSTMENT FACTOR (P.A.F.) OF 1.00008627 HAS BEEN USED TO PROVIDE GROUND COORDINATES FOR THIS PROJECT. TO OBTAIN STATE PLANE GRID COORDINATES, DIVIDE EACH NORTHING AND EASTING BY THE P.A.F.

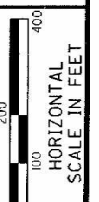
PROJECT COORDINATES				
ROADWAY	ID	STATION	NORTH (Y)	EAST (X)
U.S. 35	P.I.	1624+70.32	457232.8921	1868727.6012
	P.I.	1666+66.36	453616.7501	1870879.3868
	P.I.	1685+61.90	452237.6612	1872187.5097

**CURVE #39**  
 MUSGROVE ROAD  
 P.I. Sta - 7+82.56  
 D = 12° 34' 46" (RT)  
 Dc = 14° 00' 00"  
 R = 409.26'  
 T = 45.11'  
 L = 89.85'  
 E = 2.48'

**CURVE #40**  
 MUSGROVE ROAD  
 P.I. Sta - 10+97.49  
 D = 17° 37' 11" (LT)  
 Dc = 6° 00' 00"  
 R = 954.93'  
 T = 148.00'  
 L = 293.66'  
 E = 11.40'  
 eMAX = 0.03

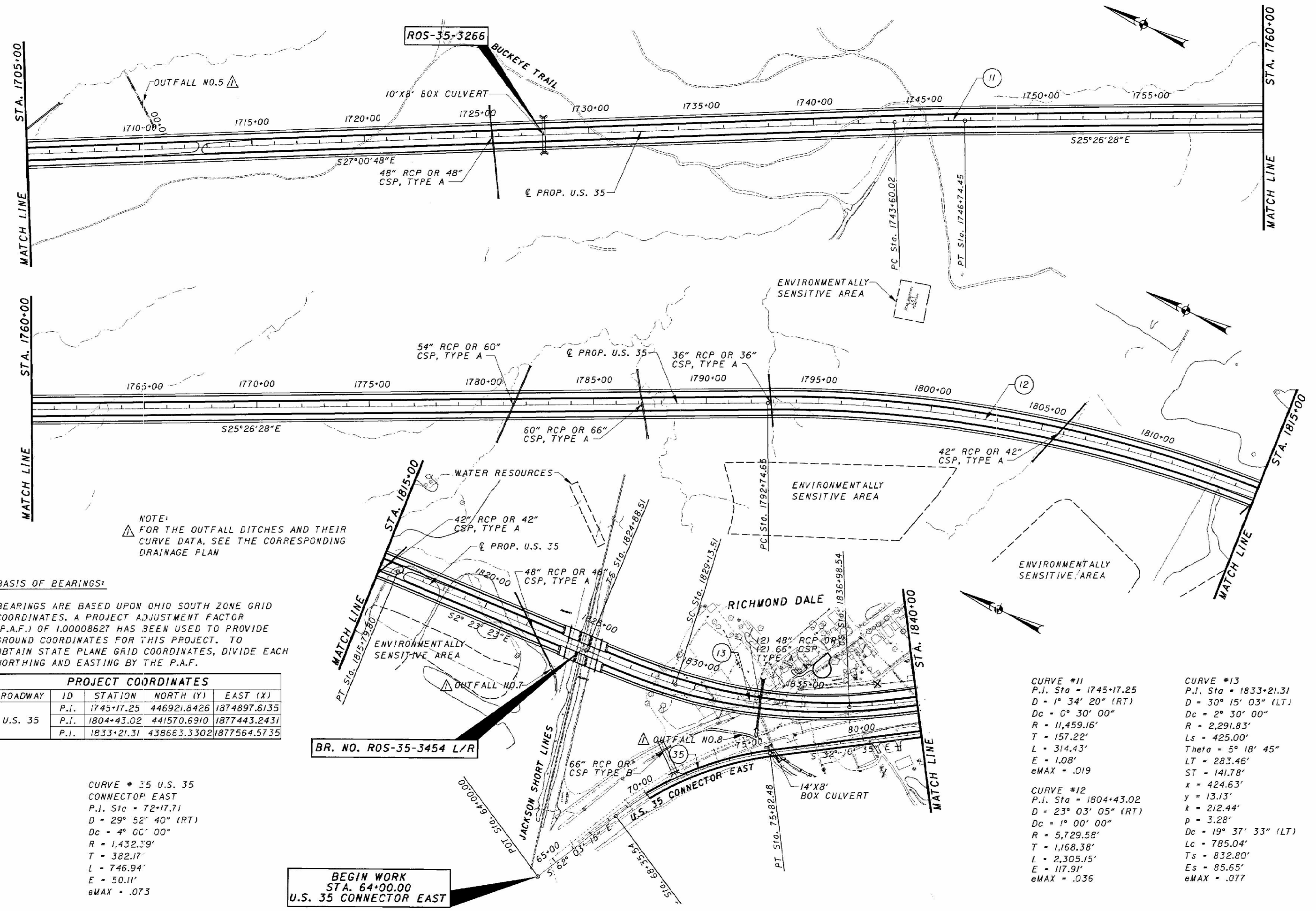
**SCHEMATIC PLAN**

**ROS-35-26.17**



SCHEMATIC PLAN

ROS-35-26.17



NOTE:  
 ▲ FOR THE OUTFALL DITCHES AND THEIR CURVE DATA, SEE THE CORRESPONDING DRAINAGE PLAN

**BASIS OF BEARINGS:**

BEARINGS ARE BASED UPON OHIO SOUTH ZONE GRID COORDINATES. A PROJECT ADJUSTMENT FACTOR (P.A.F.) OF 1.00008627 HAS BEEN USED TO PROVIDE GROUND COORDINATES FOR THIS PROJECT. TO OBTAIN STATE PLANE GRID COORDINATES, DIVIDE EACH NORTHING AND EASTING BY THE P.A.F.

PROJECT COORDINATES				
ROADWAY	ID	STATION	NORTH (Y)	EAST (X)
U.S. 35	P.I.	1745+17.25	446921.8426	1874897.6135
	P.I.	1804+43.02	441570.6910	1877443.2431
	P.I.	1833+21.31	438663.3302	1877564.5735

CURVE # 35 U.S. 35  
 CONNECTOR EAST  
 P.I. Sta = 72+17.71  
 D = 29° 52' 40" (RT)  
 Dc = 4° 00' 00"  
 R = 1,432.39'  
 T = 382.17'  
 L = 746.94'  
 E = 50.11'  
 eMAX = .073

**BEGIN WORK  
 STA. 64+00.00  
 U.S. 35 CONNECTOR EAST**

CURVE #11  
 P.I. Sta = 1745+17.25  
 D = 1° 34' 20" (RT)  
 Dc = 0° 30' 00"  
 R = 11,459.16'  
 T = 157.22'  
 L = 314.43'  
 E = 1.08'  
 eMAX = .019

CURVE #12  
 P.I. Sta = 1804+43.02  
 D = 23° 03' 05" (RT)  
 Dc = 1° 00' 00"  
 R = 5,729.58'  
 T = 1,168.38'  
 L = 2,305.15'  
 E = 117.91'  
 eMAX = .036

CURVE #13  
 P.I. Sta = 1833+21.31  
 D = 30° 15' 03" (LT)  
 Dc = 2° 30' 00"  
 R = 2,291.83'  
 Ls = 425.00'  
 Theta = 5° 18' 45"  
 LT = 283.46'  
 ST = 141.78'  
 x = 424.63'  
 y = 13.13'  
 k = 212.44'  
 p = 3.28'  
 Dc = 19° 37' 33" (LT)  
 Lc = 785.04'  
 Ts = 832.80'  
 Es = 85.65'  
 eMAX = .077

- (A) 36" RCP OR 42" CSP, TYPE A
- (B) 42" RCP OR 48" CSP, TYPE A
- (C) 30" RCP OR 36" CSP, TYPE A
- (D) 36" RCP OR 36" CSP, TYPE A
- (E) 24" RCP OR 24" CSP, TYPE A
- (F) 48" RCP OR 54" CSP, TYPE A
- (G) 27" RCP OR 30" CSP, TYPE A
- (H) 144" RCP OR 144" CSP, TYPE A
- (I) 144" RCP OR 144" CSP, TYPE A
- (J) 42" RCP, TYPE A

END WORK  
STA. 43+51.64  
VIGO ROAD

END PROJECT  
STA. 1882+00  
S.L.M. = 35.63  
TE21-630D (572)

END WORK  
STA. 1907+10  
U.S. 35

BR. NO. ROS-35-3528 L&R

RICHMOND DALE

MAIN ST.

STA. 1840+00

BASIS OF BEARINGS:

BEARINGS ARE BASED UPON OHIO SOUTH ZONE GRID COORDINATES. A PROJECT ADJUSTMENT FACTOR (P.A.F.) OF 1.00008627 HAS BEEN USED TO PROVIDE GROUND COORDINATES FOR THIS PROJECT. TO OBTAIN STATE PLANE GRID COORDINATES, DIVIDE EACH NORTHING AND EASTING BY THE P.A.F.

PROJECT COORDINATES				
ROADWAY	ID	STATION	NORTH (Y)	EAST (X)
U.S. 35	P.I.	1850+66.84	437167.7292	1878522.5441
	P.C.	1869+06.62	436294.7259	1880174.1890
	P.I.	1877+36.40	435906.9714	1880907.7861
	P.O.T.	1887+11.01	435848.5901	1881906.0805

NOTE: FOR THE OUTFALL DITCHES AND THEIR CURVE DATA, SEE THE CORRESPONDING DRAINAGE PLAN.

CURVE #26 WATSON RD. RAMP C  
P.I. Sta = 1862+39.81  
D = 15° 04' 37" (LT)  
Dc = 3° 59' 57"  
R = 1,432.72'  
T = 189.60'  
L = 377.01'  
E = 12.49'  
eMAX = .041

CURVE #27 WATSON RD. RAMP D  
P.I. Sta = 1856+13.82  
D = 8° 48' 30" (LT)  
Dc = 6° 00' 00"  
R = 954.93'  
T = 73.55'  
L = 146.80'  
E = 2.83'  
eMAX = .050

CURVE #28 VIGO RD. RAMP D  
P.I. Sta = 1860+25.36  
D = 16° 00' 40" (RT)  
Dc = 8° 00' 00"  
R = 716.20'  
T = 100.73'  
L = 200.14'  
E = 7.05'  
eMAX = .056

CURVE #29 WATSON RD. RAMP D  
P.I. Sta = 1862+24.94  
D = 7° 59' 02" (RT)  
Dc = 3° 59' 31"  
R = 1,435.30'  
T = 100.16'  
L = 200.00'  
E = 3.49'  
eMAX = .041

CURVE #30 WATSON RD. RAMP A  
P.I. Sta = 1845+25.25  
D = 10° 00' 00" (LT)  
Dc = 5° 00' 00"  
R = 1,145.92'  
T = 100.25'  
L = 200.00'  
E = 4.38'  
eMAX = .046

CURVE #31 VIGO RD. RAMP A  
P.I. Sta = 1848+70.18  
D = 31° 05' 17" (LT)  
Dc = 6° 30' 00"  
R = 881.47'  
T = 245.18'  
L = 478.28'  
E = 33.46'  
eMAX = .052

CURVE #32 WATSON ROAD  
P.I. Sta = 12+40.53  
D = 24° 47' 21" (LT)  
Dc = 6° 00' 00"  
R = 954.93'  
T = 209.86'  
L = 413.15'  
E = 22.79'  
eMAX = .063

CURVE #33 WATSON ROAD  
P.I. Sta = 29+40.02  
D = 6° 54' 11" (RT)  
Dc = 1° 30' 00"  
R = 3,819.72'  
T = 230.38'  
L = 460.20'  
E = 6.94'  
eMAX = .021

CURVE #34 VIGO ROAD  
P.I. Sta = 39+09.58  
D = 3° 17' 22" (LT)  
Dc = 1° 00' 00"  
R = 5,729.58'  
T = 164.52'  
L = 328.94'  
E = 2.36'  
eMAX = .021

CURVE #36 U.S. 35 CONNECTOR EAST  
P.I. Sta = 85+37.02  
D = 9° 51' 42" (RT)  
Dc = 4° 00' 00"  
R = 1,432.39'  
T = 123.58'  
L = 246.54'  
E = 5.32'  
eMAX = .073

CURVE #37 U.S. 35 CONNECTOR EAST  
P.I. Sta = 97+16.48  
D = 36° 23' 30" (LT)  
Dc = 8° 00' 00"  
R = 716.20'  
T = 235.42'  
L = 454.90'  
E = 37.70'  
eMAX = .074

CURVE #38 VIGO ROAD  
P.I. Sta = 8+53.99  
D = 8° 45' 44" (RT)  
Dc = 3° 30' 00"  
R = 1,637.02'  
T = 125.42'  
L = 250.35'  
E = 4.80'  
eMAX = .038

CURVE #14  
P.I. Sta = 1850+66.84  
D = 29° 30' 00" (LT)  
Dc = 2° 30' 00"  
R = 2,291.83'  
Ls = 425.00'  
Theta = 5° 18' 45"  
LT = 283.46'  
ST = 141.78'  
x = 424.63'  
y = 13.13'  
k = 212.44'  
p = 3.28'  
Dc = 18° 52' 30" (LT)  
Lc = 755.00'  
Ts = 816.69'  
Es = 81.49'  
eMAX = .077

CURVE #22 VIGO RD. RAMP B  
P.I. Sta = 1848+08.01  
D = 8° 55' 50" (RT)  
Dc = 2° 00' 00"  
R = 2,864.79'  
T = 223.72'  
L = 446.53'  
E = 8.72'  
eMAX = .025

CURVE #23 VIGO RD. RAMP B  
P.I. Sta = 1854+32.92  
D = 11° 28' 00" (LT)  
Dc = 8° 00' 00"  
R = 716.20'  
T = 71.91'  
L = 143.33'  
E = 3.60'  
eMAX = .056

CURVE #15  
P.I. Sta = 1877+36.40  
D = 24° 30' 45" (LT)  
Dc = 1° 30' 00"  
R = 3,819.72'  
T = 829.78'  
L = 1,634.17'  
E = 89.09'  
eMAX = .052

CURVE #24 VIGO RD. RAMP C  
P.I. Sta = 1855+96.10  
D = 4° 18' 37" (RT)  
Dc = 8° 00' 00"  
R = 716.20'  
T = 26.95'  
L = 53.88'  
E = 0.51'  
eMAX = .037

CURVE #25 VIGO RD. RAMP C  
P.I. Sta = 1859+74.86  
D = 12° 06' 01" (LT)  
Dc = 8° 00' 00"  
R = 716.20'  
T = 75.91'  
L = 151.25'  
E = 4.01'  
eMAX = .056

BEGIN WORK  
STA. 6+96.33  
WATSON ROAD

ROS-CR207-2/24

BR. NO. ROS-35-3512

ROS-CR207-2039

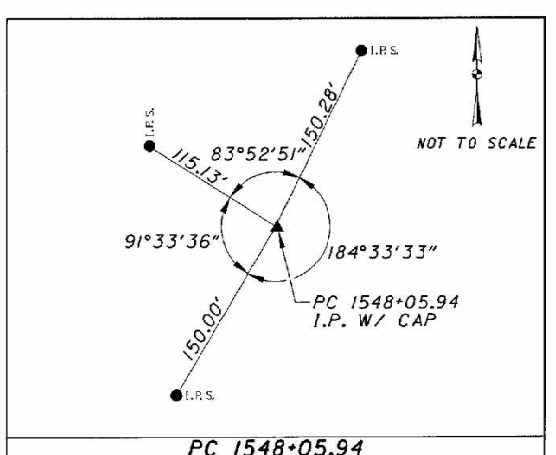
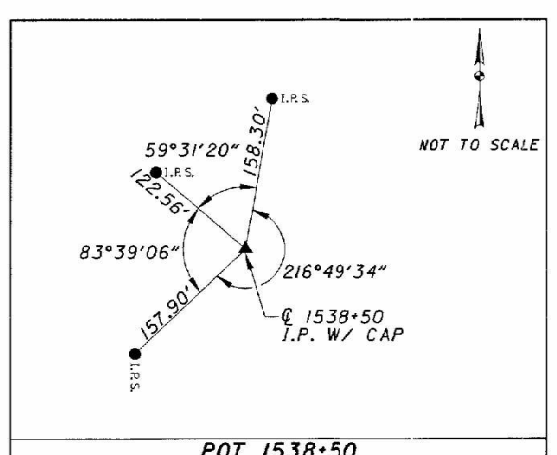
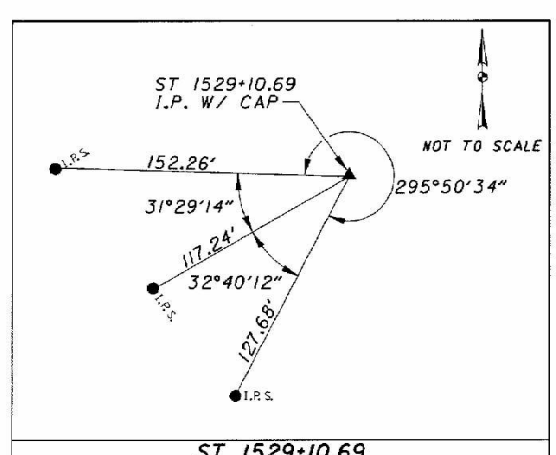
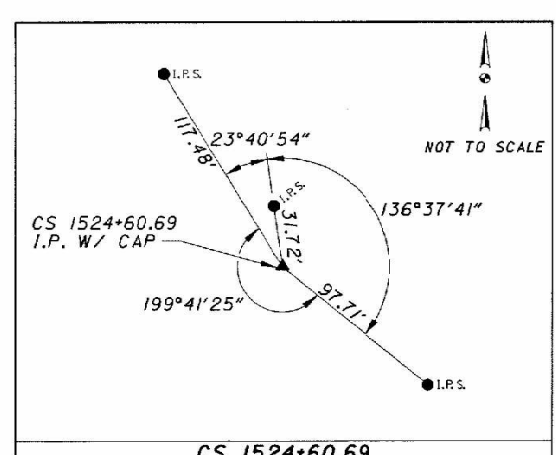
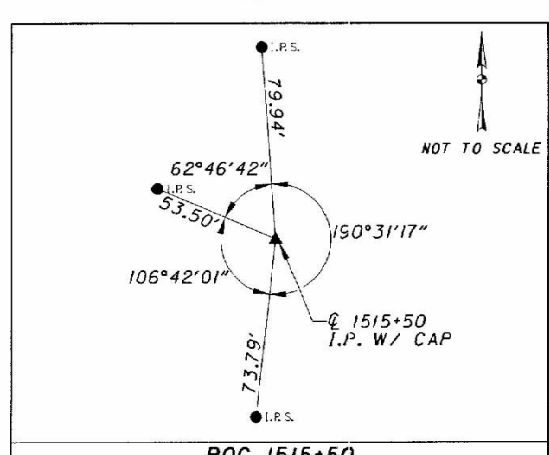
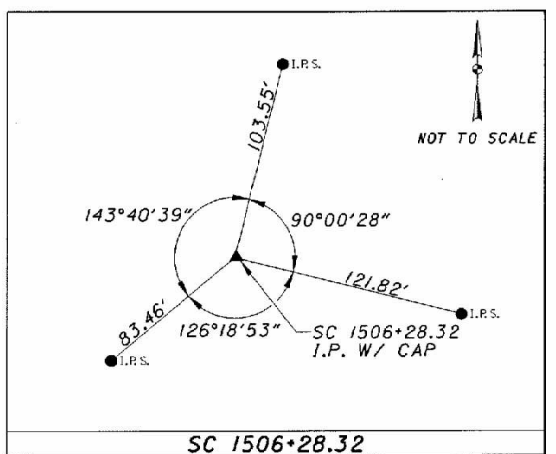
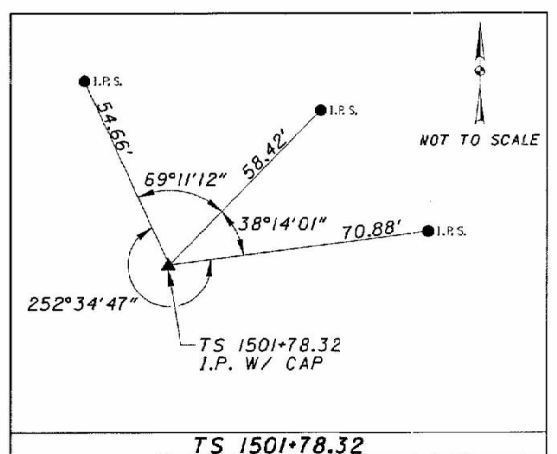
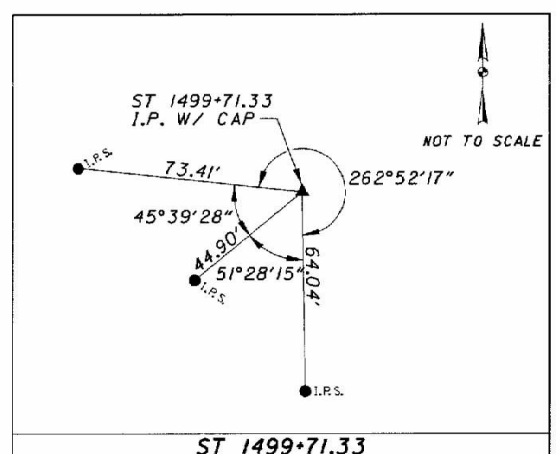
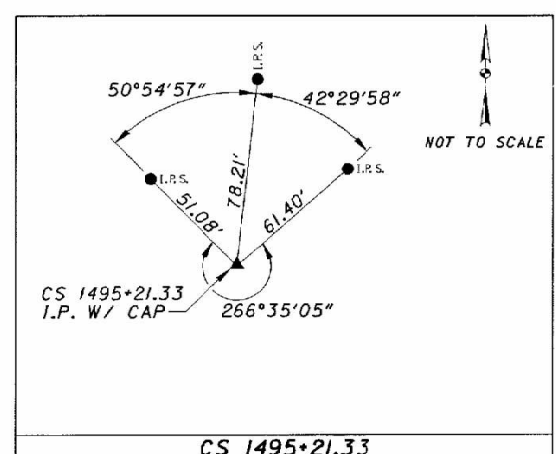
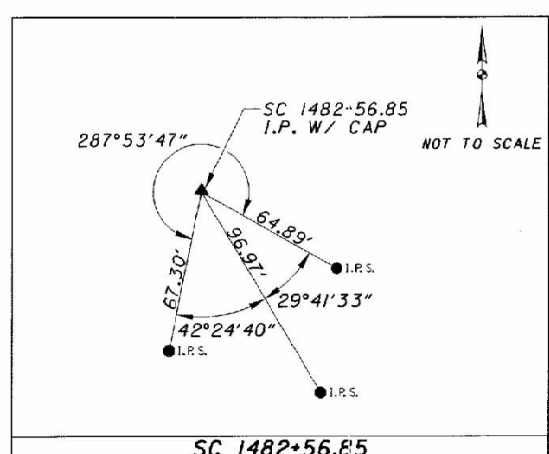
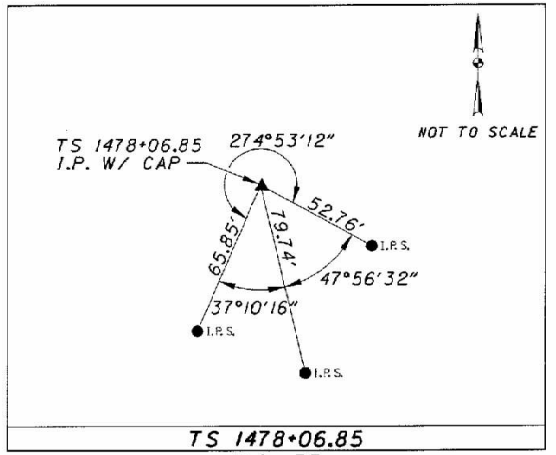
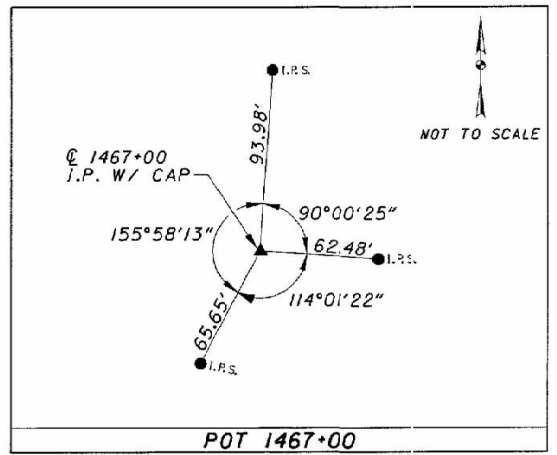
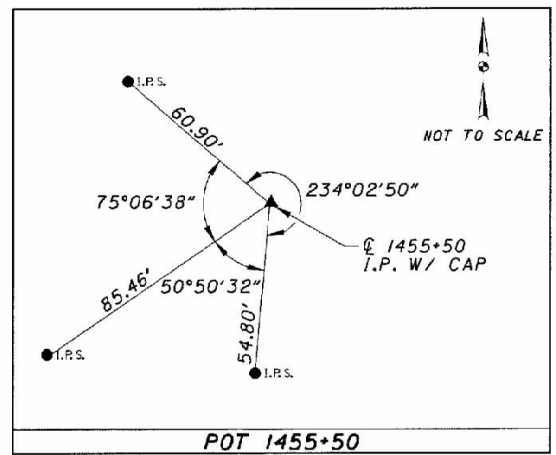
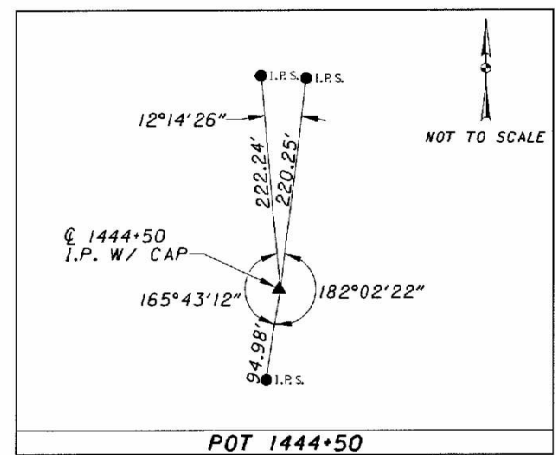
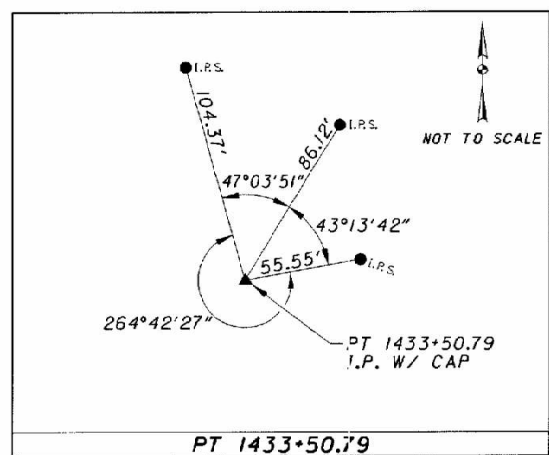
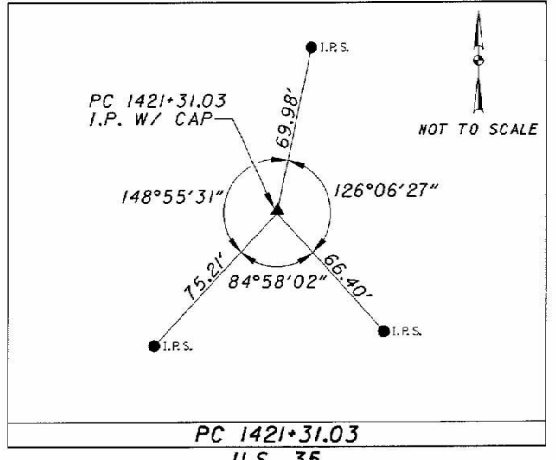
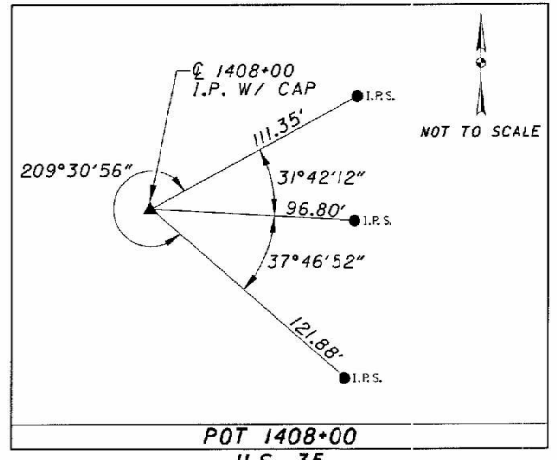
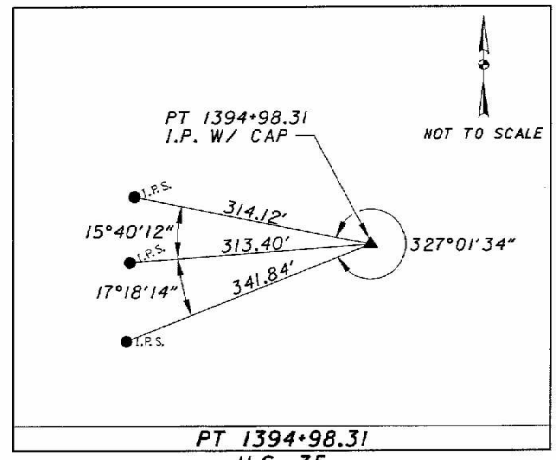
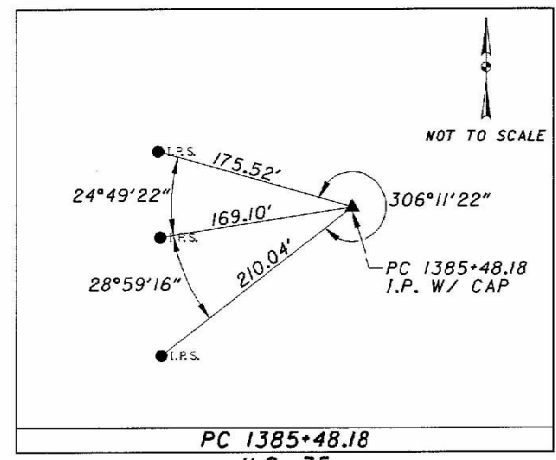
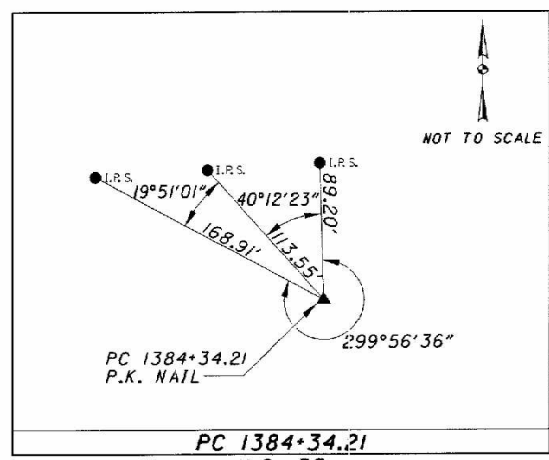
BR. NO. ROS-CR207-0193

OLD WATSON RD

SCHEMATIC PLAN

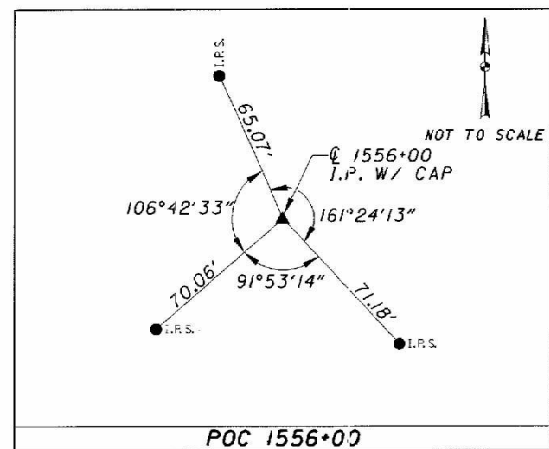
ROS-35-26.17

6  
1175

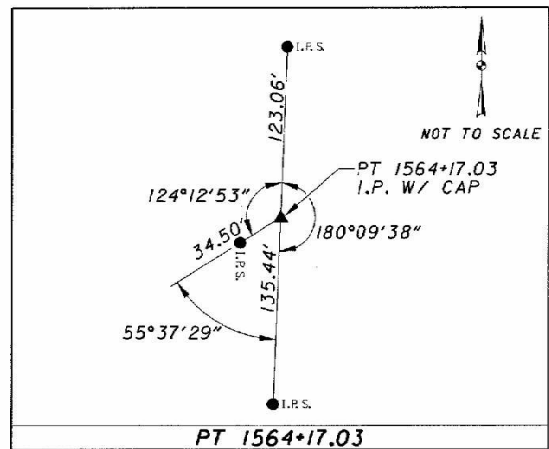


CENTERLINE REFERENCE POINTS

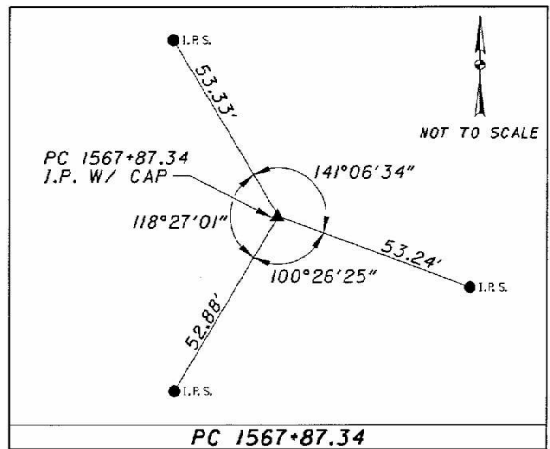
ROS-35-26.17



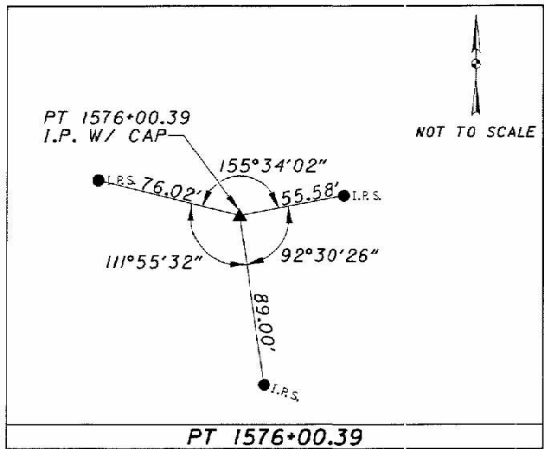
**POC 1556+00**  
U.S. 35



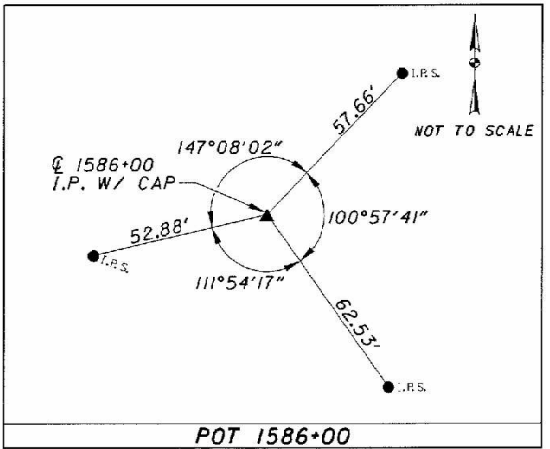
**PT 1564+17.03**  
U.S. 35



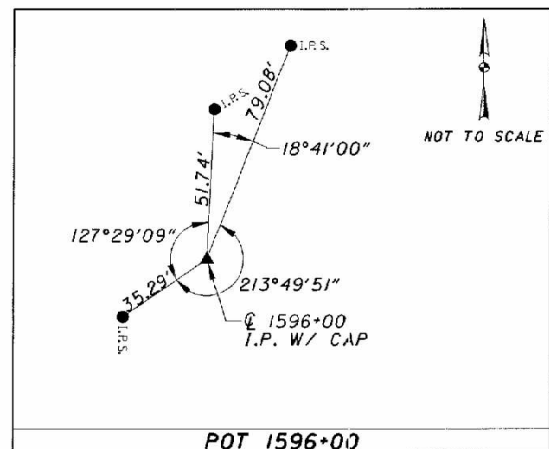
**PC 1567+87.34**  
U.S. 35



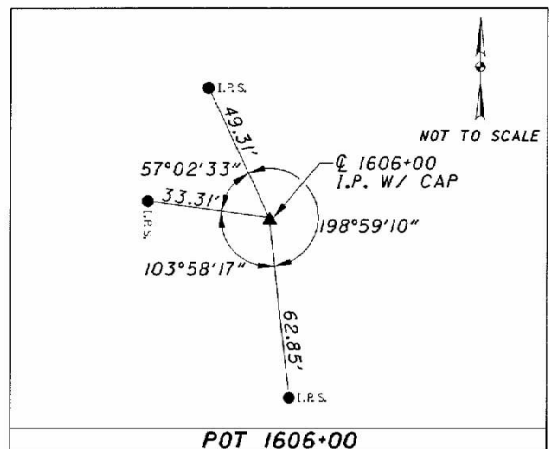
**PT 1576+00.39**  
U.S. 35



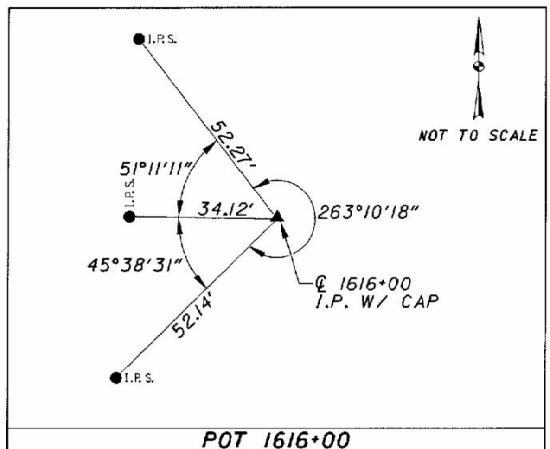
**POT 1586+00**  
U.S. 35



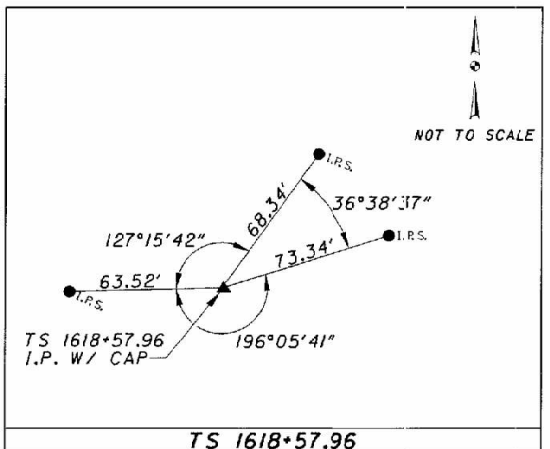
**POT 1596+00**  
U.S. 35



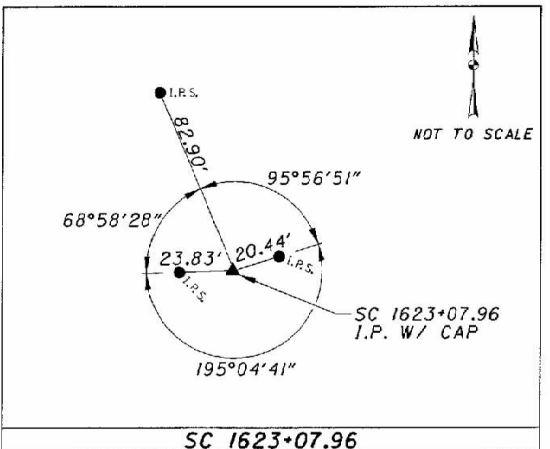
**POT 1606+00**  
U.S. 35



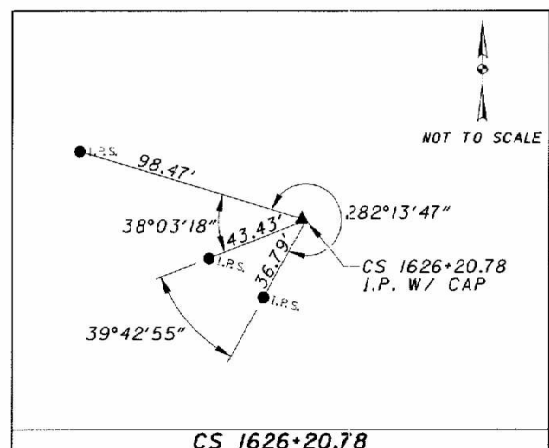
**POT 1616+00**  
U.S. 35



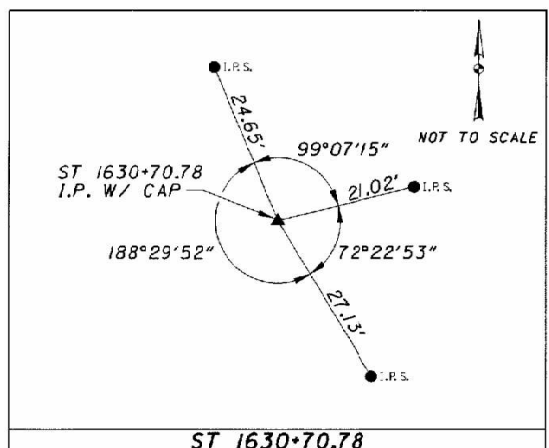
**TS 1618+57.96**  
U.S. 35



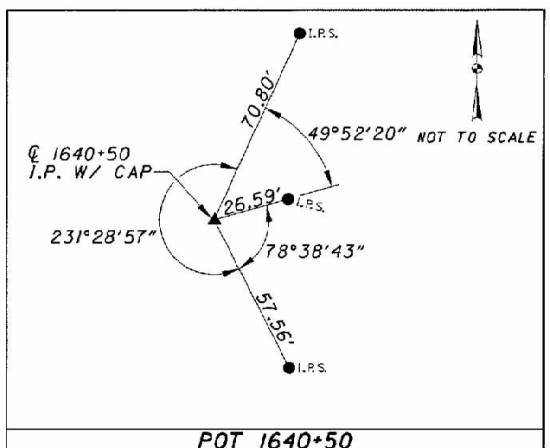
**SC 1623+07.96**  
U.S. 35



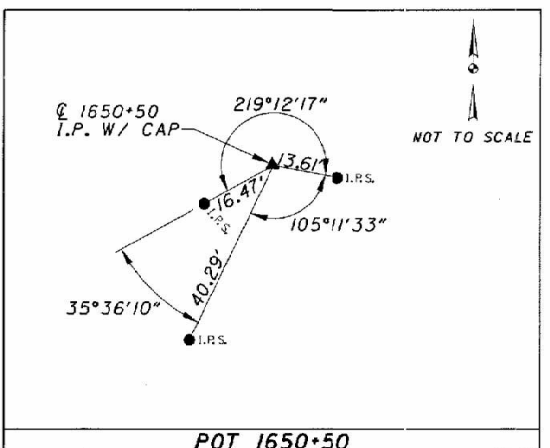
**CS 1626+20.78**  
U.S. 35



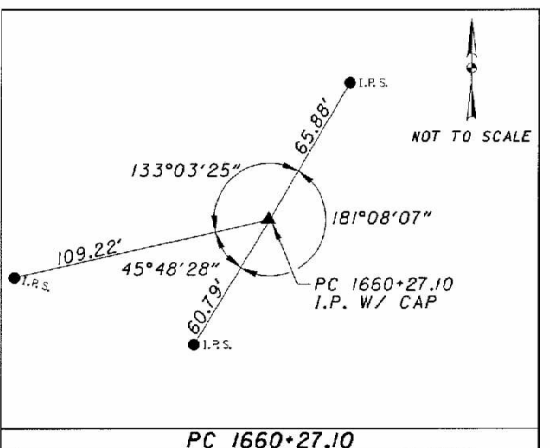
**ST 1630+70.78**  
U.S. 35



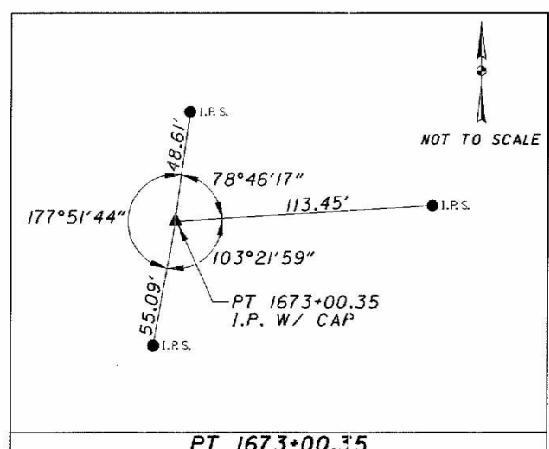
**POT 1640+50**  
U.S. 35



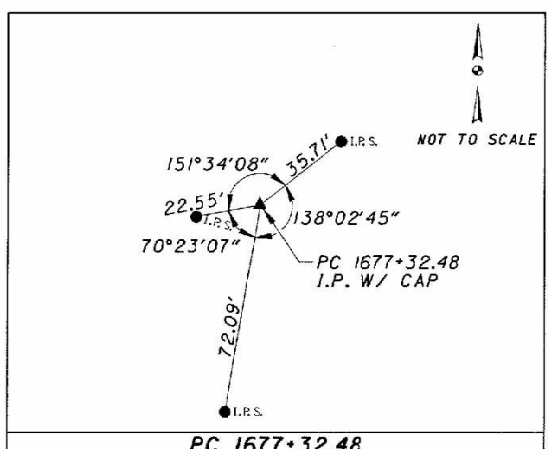
**POT 1650+50**  
U.S. 35



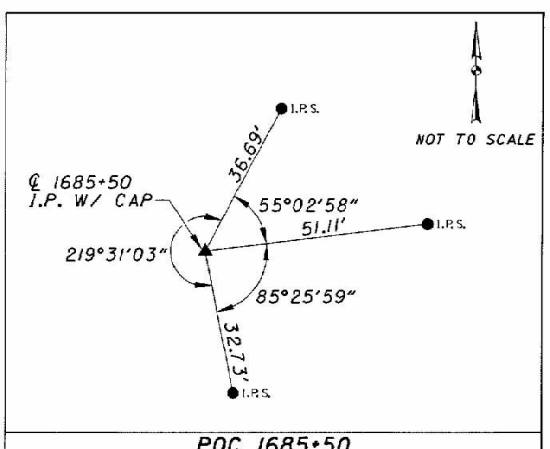
**PC 1660+27.10**  
U.S. 35



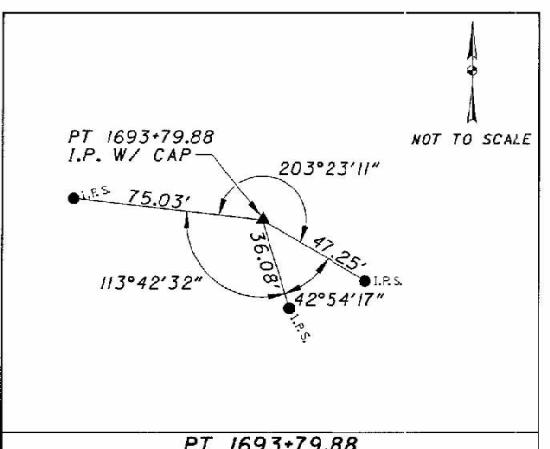
**PT 1673+00.35**  
U.S. 35



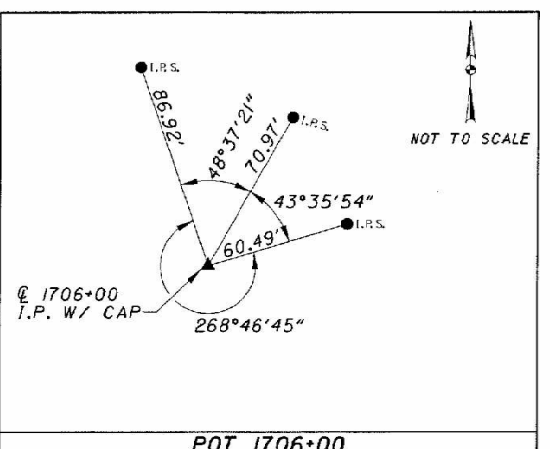
**PC 1677+32.48**  
U.S. 35



**POC 1685+50**  
U.S. 35



**PT 1693+79.88**  
U.S. 35

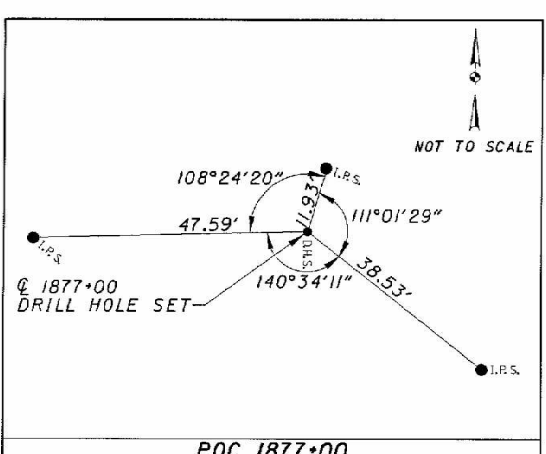
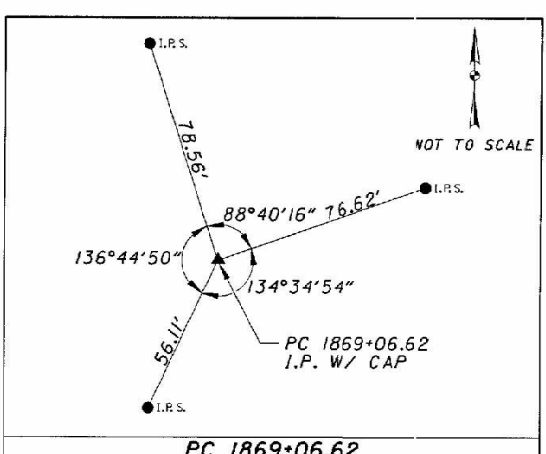
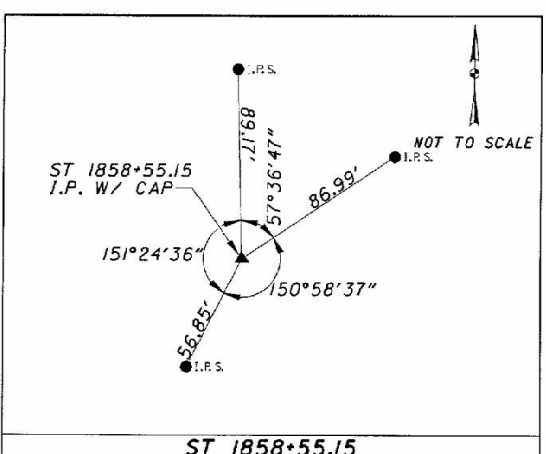
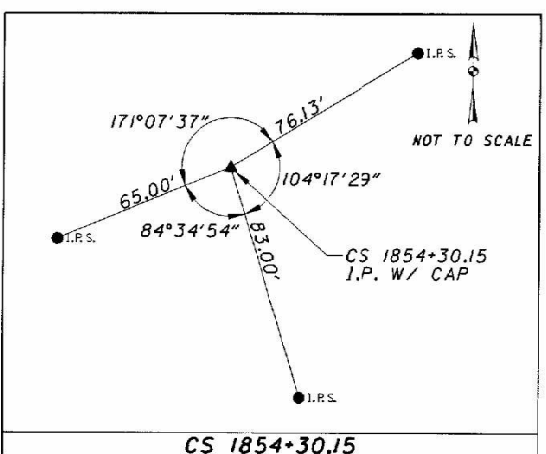
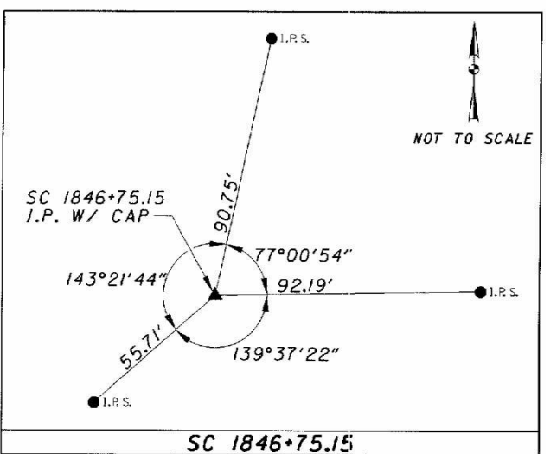
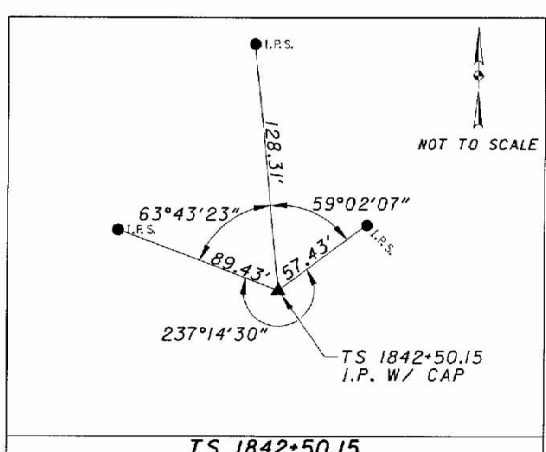
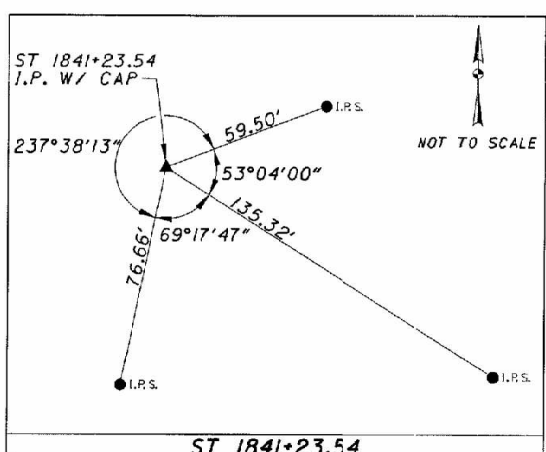
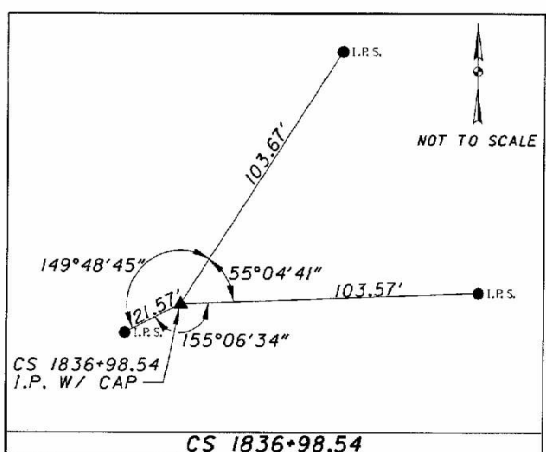
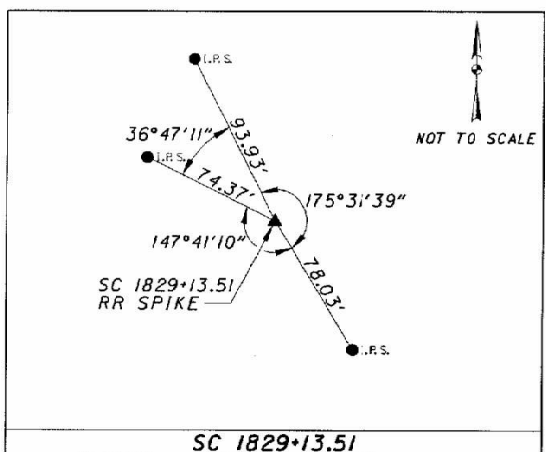
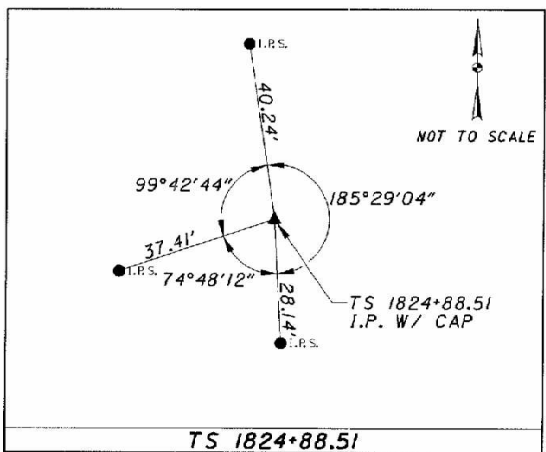
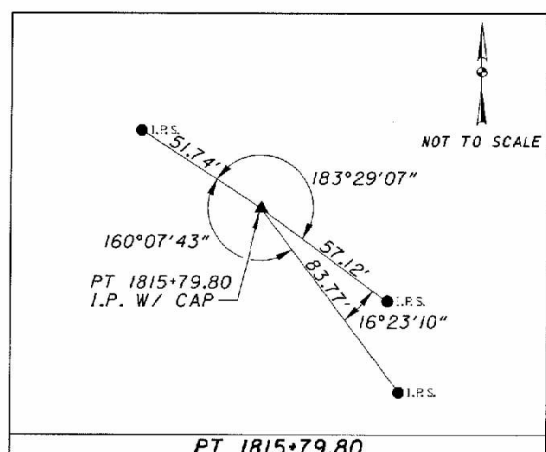
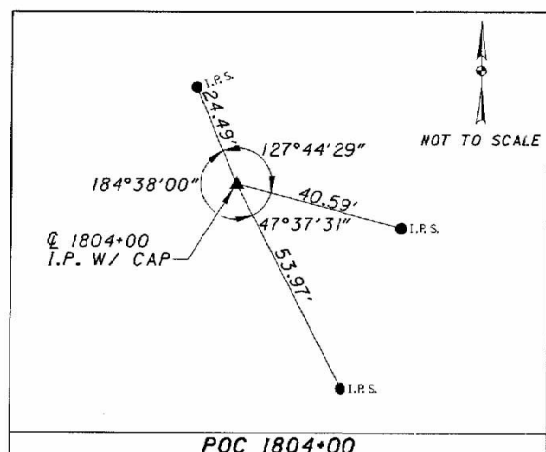
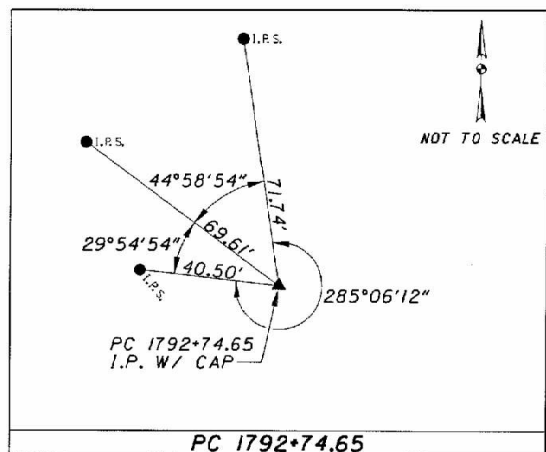
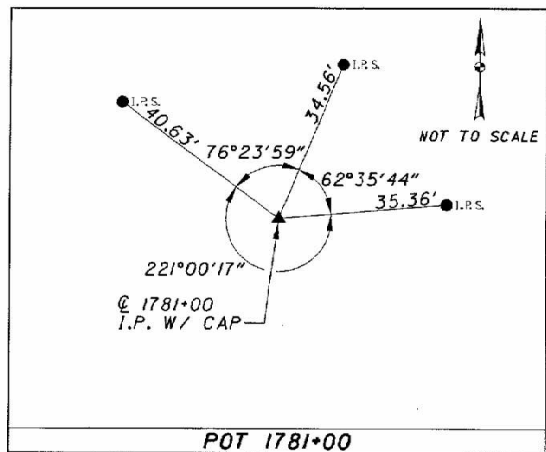
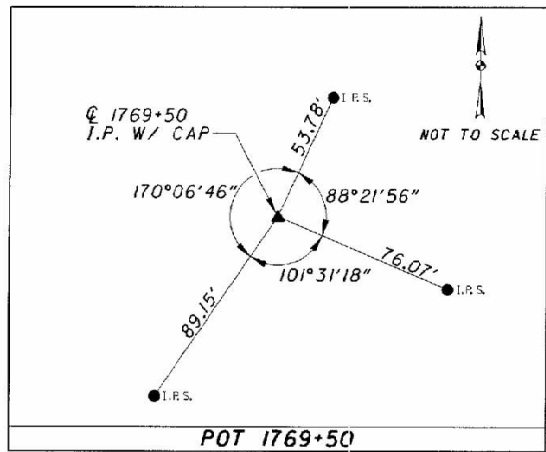
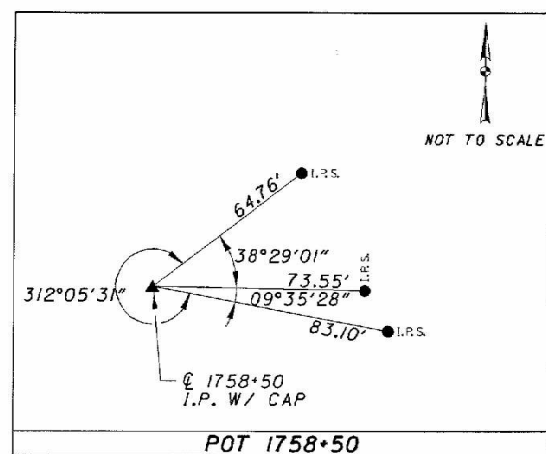
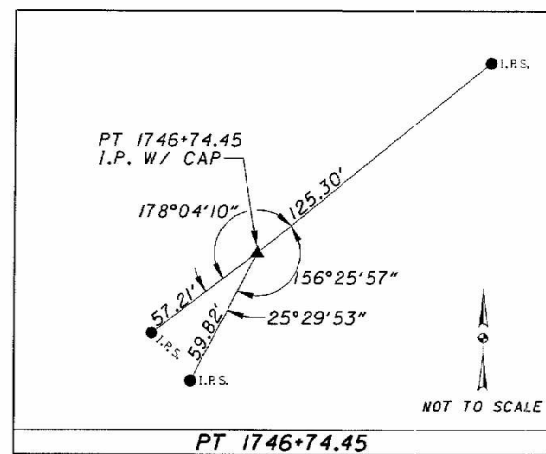
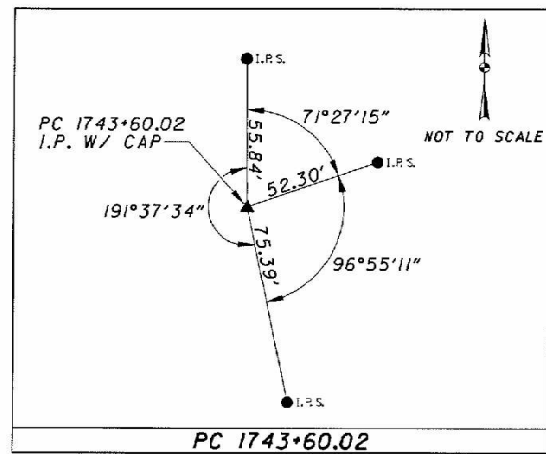
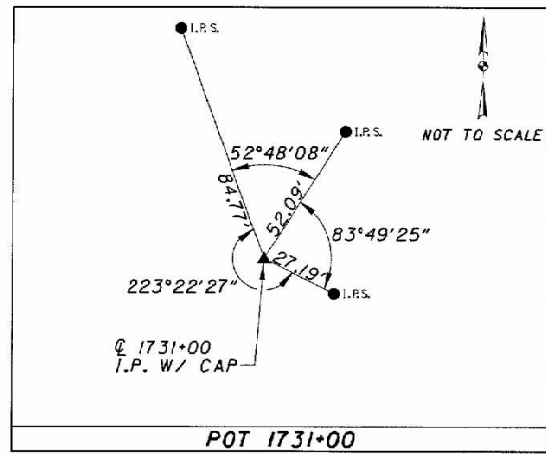
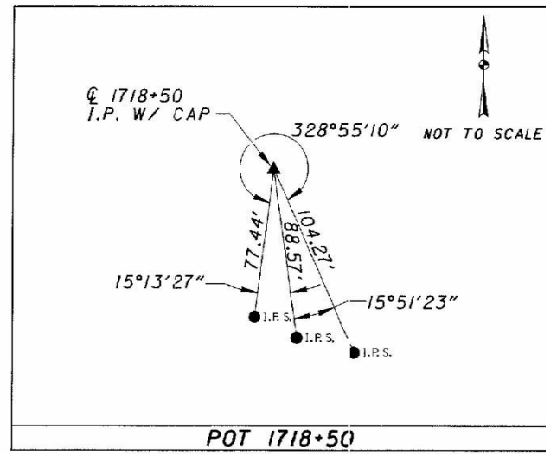


**POT 1706+00**  
U.S. 35

CALCULATED  
RCC  
CHECKED  
KMC

**CENTERLINE REFERENCE POINTS**

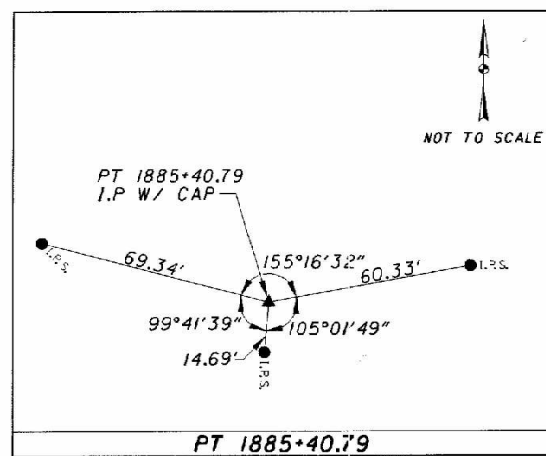
**ROS-35-26.17**



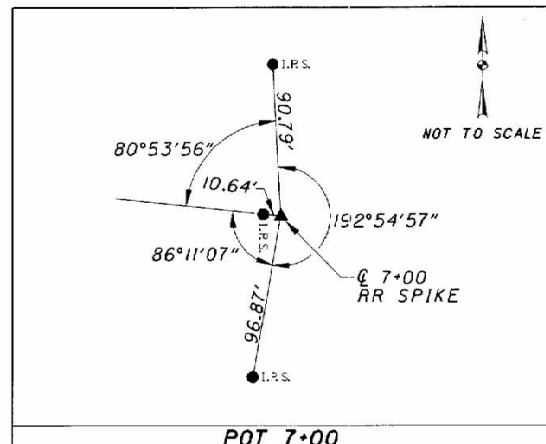
CALCULATED  
 ROC  
 CHECKED  
 NAME  
  
 CENTERLINE REFERENCE POINTS  
  
 ROS-35-26.17  
 9  
 1175

CENTERLINE REFERENCE POINTS

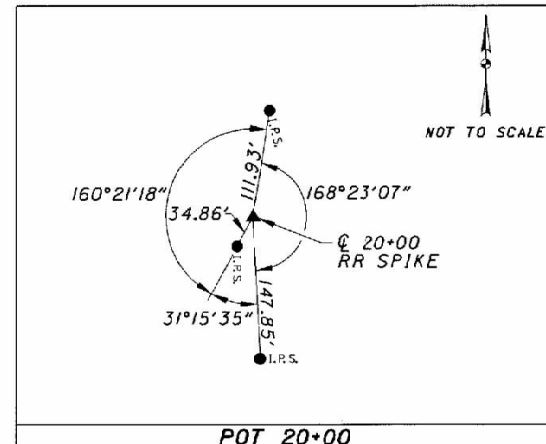
ROS-35-26.17



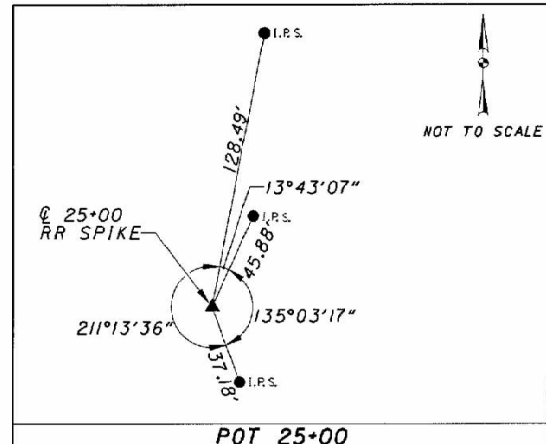
PT 1885+40.79  
U.S. 35



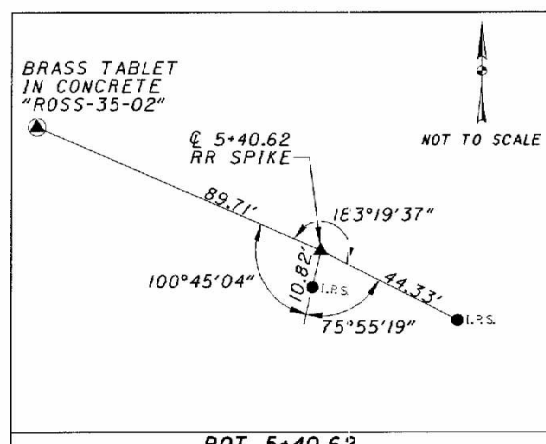
POT 7+00  
LANCASTER ROAD



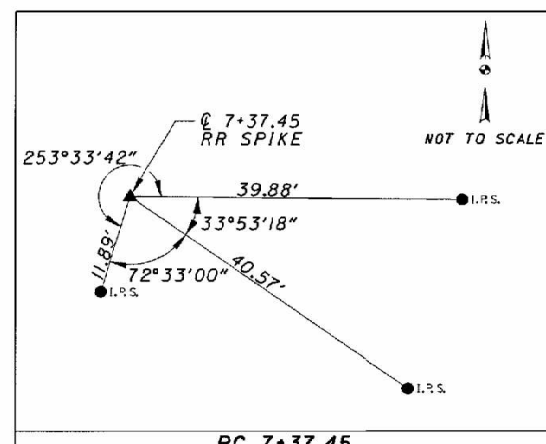
POT 20+00  
LANCASTER ROAD



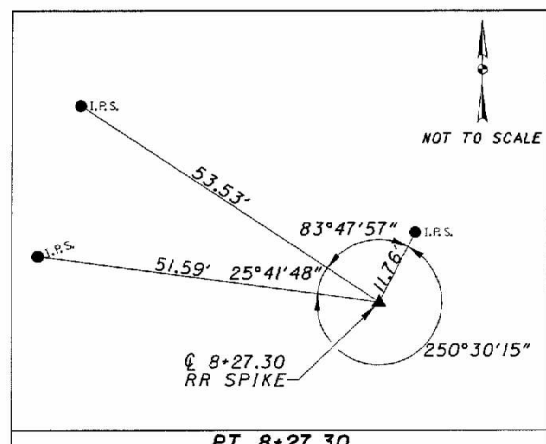
POT 25+00  
LANCASTER ROAD



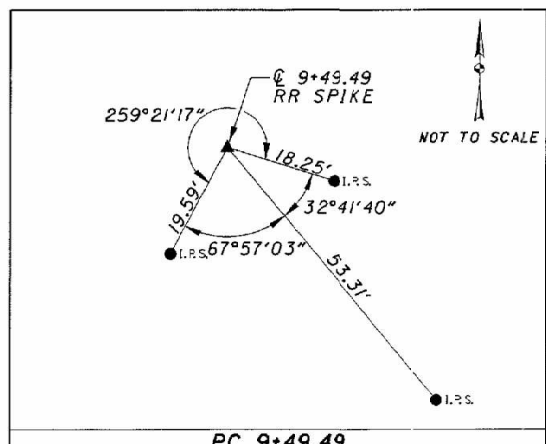
POT 5+40.62  
MUSGROVE ROAD



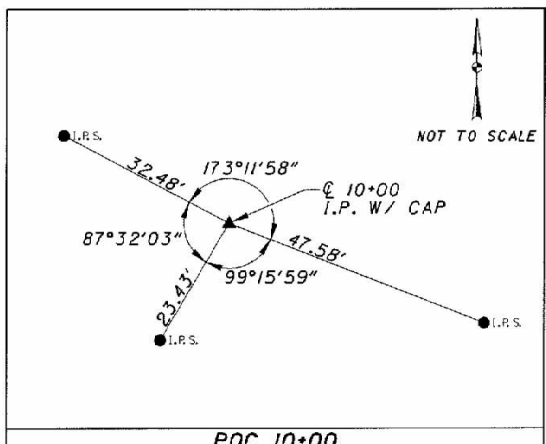
PC 7+37.45  
MUSGROVE ROAD



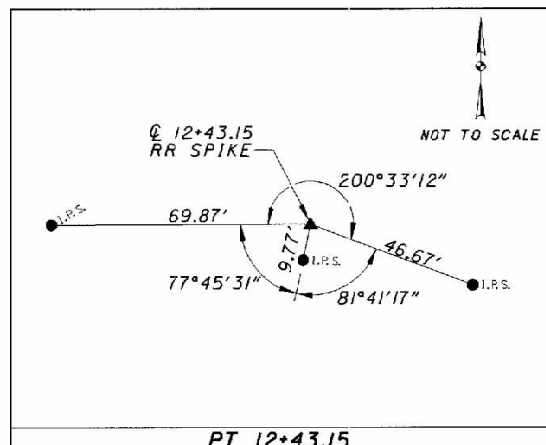
PT 8+27.30  
MUSGROVE ROAD



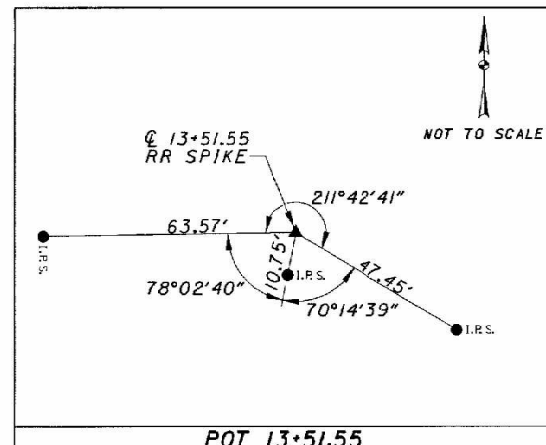
PC 9+49.49  
MUSGROVE ROAD



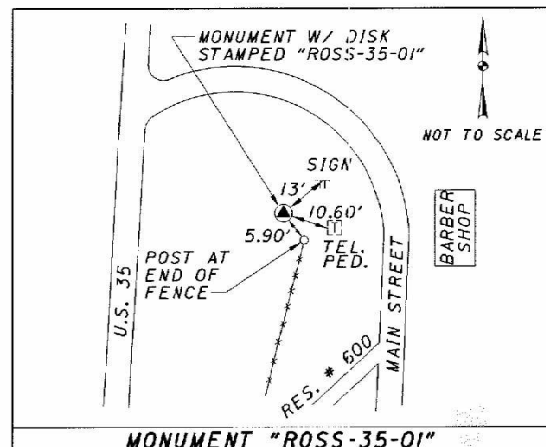
POC 10+00  
MUSGROVE ROAD



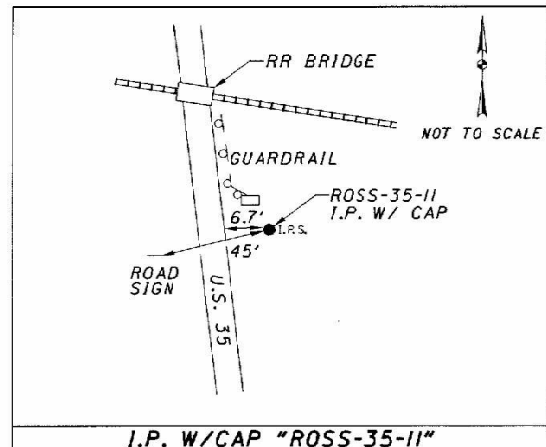
PT 12+43.15  
MUSGROVE ROAD



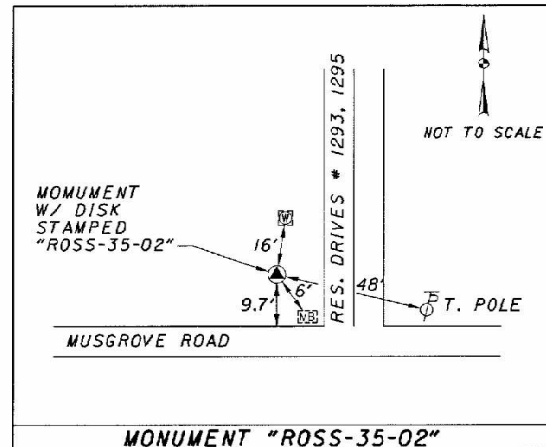
POT 13+51.55  
MUSGROVE ROAD



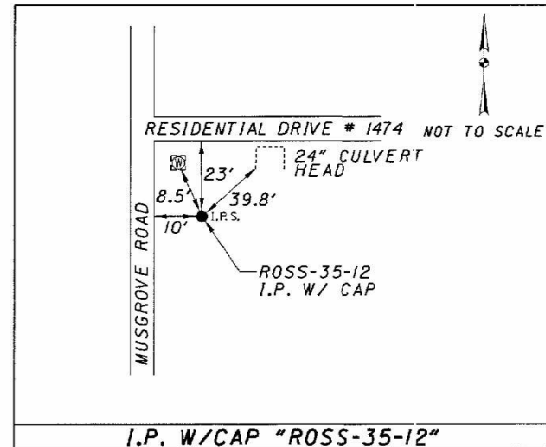
MONUMENT "ROSS-35-01"  
U.S. 35



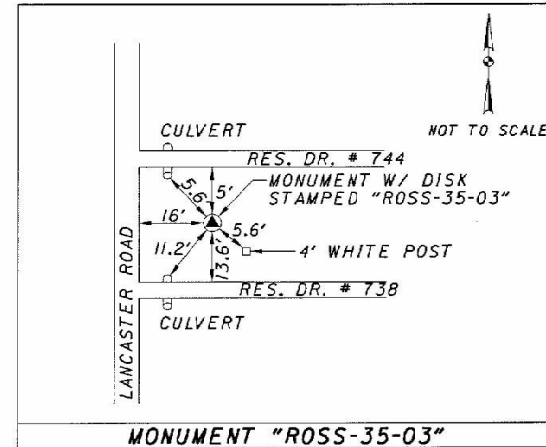
I.P. W/CAP "ROSS-35-11"  
U.S. 35



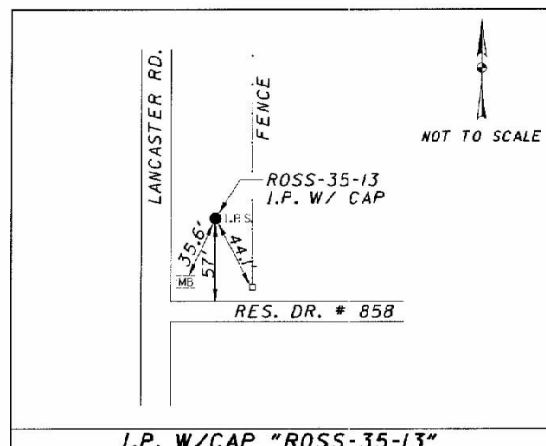
MONUMENT "ROSS-35-02"  
U.S. 35



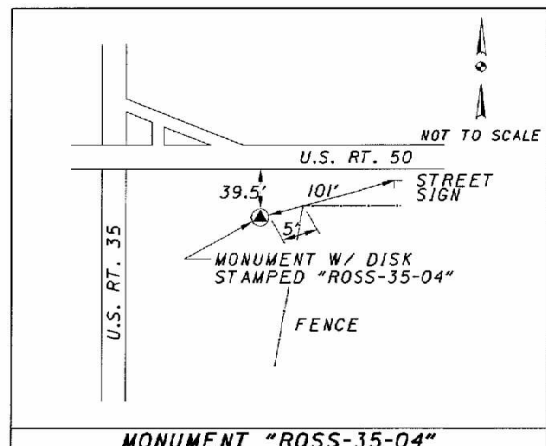
I.P. W/CAP "ROSS-35-12"  
U.S. 35



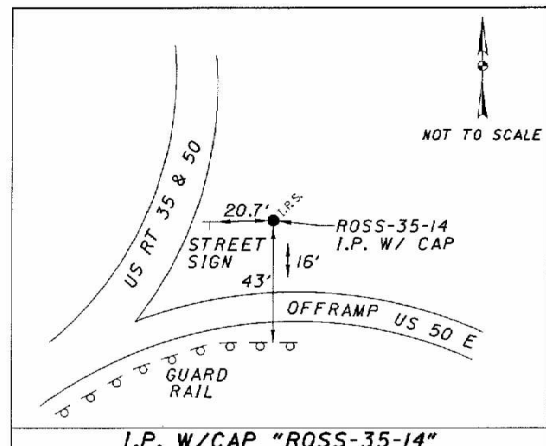
MONUMENT "ROSS-35-03"  
U.S. 35



I.P. W/CAP "ROSS-35-13"  
U.S. 35



MONUMENT "ROSS-35-04"  
U.S. 35



I.P. W/CAP "ROSS-35-14"  
U.S. 35

CALCULATED  
RCC  
CHECKED  
KMC

PRIMARY CONTROL POINTS

ROS-35-26.17

BENCHMARKS

ROS-35-26.17

BENCHMARKS			
BENCHMARK	STATION, OFFSET	ELEVATION	DESCRIPTION
ROSS-35-14	1388+39.74, 131' RT	639.42	IRON PIN W/ ALUMINUM CAP
ROSS-35-04	1389+46.22, 519' LT	636.89	CONCRETE MONUMENT W/ DISK
V 113	1393+12, 775' RT	636.33	NGS DISK "V 113 1943" (REC. 636.21)
BM-101	1393+62, 773' RT	638.71	R/R SPIKE IN POWER POLE
BM-102	1399+88.15, 150' LT	628.08	IRON PIN LA/RW
BM-103	1406+14, 100' RT	637.42	R/R SPIKE IN POWER POLE
BM-104	1410+00, 150' RT	642.97	IRON PIN LA/RW
BM-105	1416+57, 1104' RT	641.40	R/R SPIKE IN 18" BOXELDER TREE
BM-106	1420+00, 150' RT	661.69	IRON PIN LA/RW
BM-107	1430+00, 190' RT	657.24	IRON PIN LA/RW
BM-108	1434+17, 1316' RT	648.55	"BENCH TIE" SPIKE IN POWER POLE
BM-109	1442+74.67, 137' RT	663.48	IRON PIN CL REFERENCE POINT
BM-110	1445+98, 1228' RT	646.69	R/R SPIKE IN R/R BRIDGE
BM-111	1450+00, 170' RT	656.96	IRON PIN LA/RW
BM-112	1458+85.59, 149.99' RT	658.91	IRON PIN LA/RW
BM-113	1459+26, 1220' RT	650.63	"BENCH TIE" SPIKE IN POWER POLE
BM-114	1465+84, 1190' RT	656.68	"BENCH TIE" SPIKE IN POWER POLE
BM-115	1494+79, 807' RT	651.93	"BENCH TIE" SPIKE IN POWER POLE
BM-116	1502+56, 800' RT	650.65	"BENCH TIE" SPIKE IN 12" CHERRY TREE
BM-117	1521+79, 245' LT	649.33	"BENCH TIE" SPIKE IN 15" WALNUT TREE
BM-118	1534+16, 347' RT	643.42	"BENCH TIE" SPIKE IN 48" MAPLE TREE
BM-119	1563+09, 83' LT	643.58	"BENCH TIE" SPIKE IN 36" WALNUT TREE
ROSS-35-13	1565+08.09, 100' RT	637.27	IRON PIN W/ CAP SET
ROSS-35-03	1570+45.83, 753' RT	638.44	CONCRETE MONUMENT W/ DISK
BM-120	1573+26, 1194' RT	637.50	"BENCH TIE" SPIKE IN FENCE CORNER
BM-121	1578+13.72, 144.17' RT	638.85	IRON PIN CHANNEL EASEMENT
BM-122	1579+92, 677' RT	629.43	"BENCH TIE" SPIKE IN 24" WALNUT TREE
BM-123	1608+03, 448' RT	670.75	"BENCH TIE" SPIKE IN 12" OAK TREE
BM-124	1617+56, 341' RT	608.04	"BENCH TIE" SPIKE IN 10" MAPLE TREE
BM-125	1622+20, 142' LT	614.19	"BENCH TIE" SPIKE IN 6" LOCUST TREE
BM-126	1632+48, 120' LT	704.90	"BENCH TIE" SPIKE IN 6" LOCUST IN FENCE
BM-127	1642+08, 188' RT	650.19	"BENCH TIE" SPIKE IN FENCE POST
ROSS-35-02	1643+18.88, 348' RT	639.69	CONCRETE MONUMENT W/ DISK
ROSS-35-12	1650+25.24, 275' LT	671.48	IRON PIN W/ CAP
BM-128	1659+17.99, 170' LT	710.03	IRON PIN LA/RW
BM-129	1662+18, 287' LT	723.29	"BENCH TIE" SPIKE IN FENCE POST
BM-130	1663+37, 674' LT	695.20	"BENCH TIE" SPIKE IN 48" MAPLE TREE
BM-131	1674+14, 123' LT	752.35	"BENCH TIE" SPIKE IN 10" LOCUST TREE
BM-132	1681+32, 89' LT	642.06	"BENCH TIE" SPIKE IN 16" OAK TREE
BM-133	1681+67.46, 220' LT	637.39	IRON PIN LA/RW
BM-134	1688+29, 229' RT	646.09	"BENCH TIE" SPIKE IN 16" MAPLE TREE
BM-135	1703+13, 170' LT	680.94	"BENCH TIE" SPIKE IN 10" MAPLE TREE
BM-136	1708+51, 286' RT	810.58	"BENCH TIE" SPIKE IN 10" OAK TREE
BM-137	1715+32, 136' RT	888.00	"BENCH TIE" SPIKE IN 12" OAK TREE
BM-138	1721+26, 96' LT	918.90	"BENCH TIE" SPIKE IN 12" STUMP
BM-139	1730+00, 20' LT	857.54	"BENCH TIE" SPIKE IN 8" STUMP
BM-140	1730+00, 165' LT	883.05	IRON PIN LA/RW
BM-141	1743+73, 97' LT	934.05	"BENCH TIE" SPIKE IN 30" STUMP
BM-142	1753+72, 210' RT	845.75	"BENCH TIE" SPIKE IN 15" OAK TREE
BM-143	1766+43, 311' LT	712.02	"BENCH TIE" SPIKE IN 15" MAPLE TREE
BM-144	1775+86, 778' RT	696.88	"BENCH TIE" SPIKE IN 18" MAPLE TREE
BM-145	1779+00, 200' RT	675.32	IRON PIN LA/RW
BM-146	1790+21, 84' RT	677.51	"BENCH TIE" SPIKE IN 12" ASH TREE
BM-147	1802+81, 106' RT	685.55	"BENCH TIE" SPIKE IN 12" BOXELDER TREE
BM-148	1812+18, 292' RT	658.24	"BENCH TIE" SPIKE IN 30" OAK TREE
BM-149	1817+78, 273' RT	651.43	"BENCH TIE" SPIKE IN FENCE POST
A-218	1826+70, 896' RT	593.51	NGS DISK "A 218 1958" (REC. 593.40)
ROSS-35-11	1826+92.42, 896' RT	649.26	IRON PIN W/ CAP SET
BM-150	1829+97, 529' RT	594.23	"BENCH TIE" SPIKE IN FENCE POST
BM-151	1834+76, 181' LT	591.29	SW CORNER FIRST STEP, RES. 593 MAIN ST.
ROSS-35-01	1834+82.88, 71' LT	588.94	CONCRETE MONUMENT W/ DISK
BM-152	1846+25.62, 170' LT	590.14	IRON PIN LA/RW
BM-153	1848+17, 605' LT	586.47	NW CORNER CATCH BASIN, RES. 840 MAIN ST.
BM-154	1868+44.04, 367' LT	579.54	IRON PIN EX/RW
BM-155	1869+74, 716' LT	591.04	NE CORNER CONC. WALL, RES. 1211 MAIN ST.
3M-156	1881+82, 148' LT	599.10	"BENCH TIE" SPIKE IN FENCE POST
BM-43445	(WATSON) 12+82.04, 64' RT	594.24	BM @ WATSON #1 BM TIE IN TREE
BM-43446	(WATSON) 10+91.12, 76' LT	591.64	BM @ WATSON #2 BM CUT IN CONC. PAD
BM-43447	(WATSON) 14+82.57, 92' RT	583.27	BM @ WATSON #3 BM TIE IN TREE
BM-43448	(WATSON) 14+44.09, 107' LT	582.86	BM @ WATSON #4 BM TIE IN TREE

NOTE: VERTICAL DATUM IS NAVD 88  
REFERENCE MONUMENT: E 338  
ELEVATION 629.51 FEET

MAINLINE CENTERLINE REFERENCES			
MONUMENT	NORTHING	EASTING	DESCRIPTION
PI 1384+34.21	473462.1921	1852512.8425	P.K. NAIL
PC 1385+48.18	473376.7320	1852588.2532	I.P. W/CAP
PT 1394+98.31	472747.3840	1853296.9326	I.P. W/CAP
POT 1408+00	472007.4951	1854367.8901	I.P. W/CAP
PC 1421+31.03	471250.9269	1855462.9905	I.P. W/CAP
PT 1433+50.79	470456.4121	1856385.4581	I.P. W/CAP
POT 1444+50	469654.6371	1857137.4043	I.P. W/CAP
POT 1455+50	468852.2871	1857889.8899	I.P. W/CAP
POT 1467+00	468013.4667	1858676.5793	I.P. W/CAP
TS 1478+06.85	467206.1170	1859433.7537	I.P. W/CAP
SC 1482+56.85	466865.3364	1859727.1400	I.P. W/CAP
CS 1495+21.33	465671.6701	1860053.7551	I.P. W/CAP
ST 1499+71.33	465228.9921	1859974.7414	I.P. W/CAP
TS 1501+78.32	465026.9568	1859929.7391	I.P. W/CAP
SC 1506+28.32	464584.2787	1859850.7254	I.P. W/CAP
POC 1515+50	463686.1691	1860004.7674	I.P. W/CAP
CS 1524+60.69	462991.3333	1860577.7217	I.P. W/CAP
ST 1529+10.69	462760.9638	1860963.9041	I.P. W/CAP
POT 1538+50	462314.4907	1861790.3215	I.P. W/CAP
PC 1548+05.94	461860.1131	1862631.3702	I.P. W/CAP
POC 1556+00	461435.5541	1863301.6477	I.P. W/CAP
PT 1564+17.03	460906.4034	1863923.2670	I.P. W/CAP
PC 1567+87.34	460646.8936	1864187.4282	I.P. W/CAP
PT 1576+00.39	460120.1019	1864805.8408	I.P. W/CAP
POT 1586+00	459527.4675	1865610.8291	I.P. W/CAP
POT 1596+00	458934.6024	1866416.1309	I.P. W/CAP
POT 1606+00	458341.7372	1867221.4326	I.P. W/CAP
POT 1616+00	457748.8720	1868026.7343	I.P. W/CAP
TS 1618+57.96	457595.9350	1868234.4721	I.P. W/CAP
SC 1623+07.96	457315.2989	1868585.8889	I.P. W/CAP
CS 1626+20.78	457083.8077	1868795.7109	I.P. W/CAP
ST 1630+70.78	456706.6579	1869040.7369	I.P. W/CAP
POT 1643+50	455865.1551	1869541.4732	I.P. W/CAP
POT 1650+50	455005.7912	1870052.8378	I.P. W/CAP
PC 1660+27.10	454166.1044	1870552.4935	I.P. W/CAP
PT 1673+00.35	453152.9516	1871319.3189	I.P. W/CAP
PC 1677+32.48	452839.4264	1871616.7105	I.P. W/CAP
POC 1685+50	452208.2375	1872135.1687	I.P. W/CAP
PT 1693+79.88	451498.7327	1872564.2293	I.P. W/CAP
POT 1705+00	450411.7228	1873118.4072	I.P. W/CAP
POT 1718+50	449298.0968	1873686.1546	I.P. W/CAP
POT 1731+00	448184.4708	1874253.9020	I.P. W/CAP
PC 1743+60.02	447061.9142	1874826.2024	I.P. W/CAP
PT 1746+74.45	446779.8645	1874965.1548	I.P. W/CAP
POT 1753+50	445718.3149	1875470.1511	I.P. W/CAP
POT 1763+50	444724.9856	1875942.6940	I.P. W/CAP
POT 1781+00	443686.5049	1876436.7161	I.P. W/CAP
PC 1792+74.65	442625.7676	1876941.3260	I.P. W/CAP
POC 1804+00	441568.7413	1877322.1796	I.P. W/CAP
PT 1815+79.80	440403.3289	1877491.9596	I.P. W/CAP
TS 1824+88.51	439495.4084	1877529.8491	I.P. W/CAP
SC 1829+13.51	439071.6902	1877560.6705	RR SPIKE
CS 1836+98.54	438326.7048	1877795.7801	I.P. W/CAP

MAINLINE CENTERLINE REFERENCES			
MONUMENT	NORTHING	EASTING	DESCRIPTION
ST 1841+23.54	437962.0519	1878013.7601	I.P. W/CAP
TS 1842+50.15	437855.4415	1878082.0468	I.P. W/CAP
SC 1846+75.15	437504.9496	1878322.1352	I.P. W/CAP
CS 1854+30.15	436996.1253	1878875.2953	I.P. W/CAP
ST 1858+55.15	436786.0861	1879244.5791	I.P. W/CAP
PC 1869+06.62	436294.7299	1880174.1815	I.P. W/CAP
POC 1877+00	435999.2246	1880908.9382	DRILL HOLE
PT 1885+40.79	435858.5279	1881736.1493	I.P. W/CAP

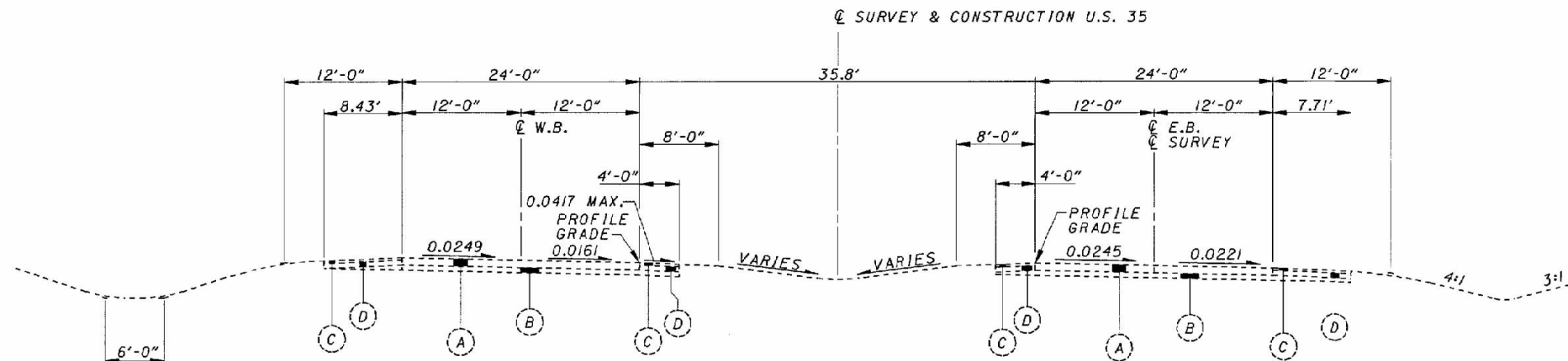
  

CENTERLINE REFERENCES - LANCASTER AND MUSGROVE ROADS			
MONUMENT	NORTHING	EASTING	DESCRIPTION
POT 7+00 LANC	459621.4555	1863826.9157	RR SPIKE
POT 20+00 LANC	460918.7557	1863910.6545	RR SPIKE
POT 25+00 LANC	461417.7173	1863942.8616	RR SPIKE
POT 5+40.62 MUS	455420.3953	1869462.2381	RR SPIKE
PC 7+37.45 MUS	455375.5316	1869653.8870	RR SPIKE
PT 8+27.30 MUS	455345.6497	1869738.4347	RR SPIKE
PC 9+49.49 MUS	455292.5575	1869848.4830	RR SPIKE
POC 10+00 MUS	455271.8223	1869894.5360	I.P. W/CAP
PT 12+43.15 MUS	455207.3061	1870128.2883	RR SPIKE
POT 13+51.55 MUS	455191.9660	1870235.6013	RR SPIKE

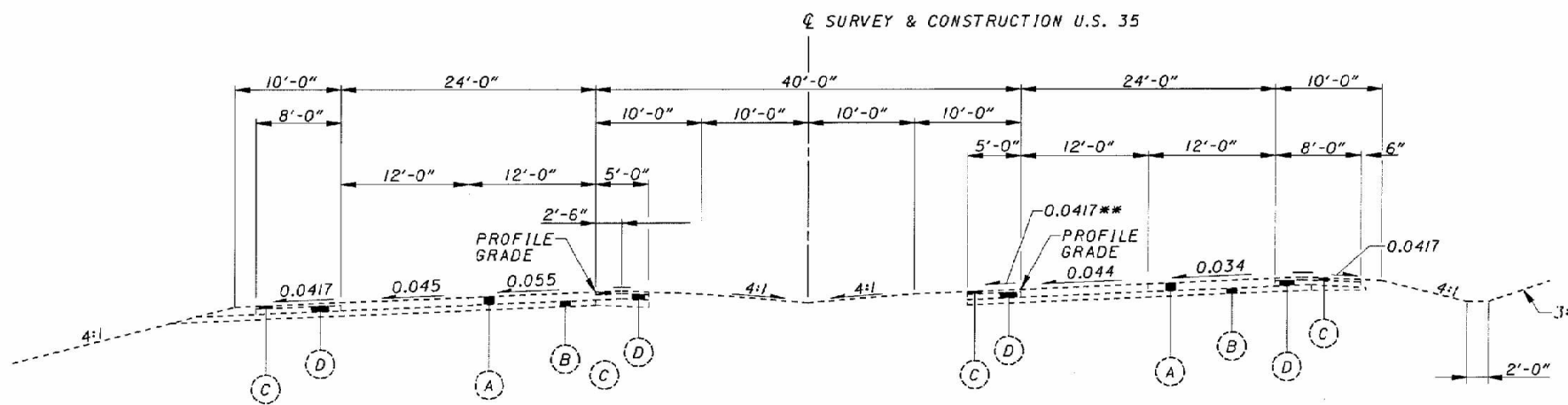
PRIMARY CONTROL MONUMENTATION			
MONUMENT	NORTHING	EASTING	DESCRIPTION
ROSS-35-14	473071.8240	1852697.7040	I.P. W/CAP
ROSS-35-04	473473.4860	1853218.6460	CONCRETE MON. W/ DISK
ROSS-35-13	460771.0690	1863917.9680	I.P. W/CAP
ROSS-35-03	459909.4100	1863872.7860	CONCRETE MON. W/ DISK
ROSS-35-02	455456.1620	1869379.9650	CONCRETE MON. W/ DISK
ROSS-35-12	455167.6010	1870276.3490	I.P. W/CAP
ROSS-35-11	439235.2540	1876645.1110	I.P. W/CAP
ROSS-35-01	438549.1960	1877771.7850	CONCRETE MON. W/ DISK

NOTE: ALL COORDINATES ARE PROJECT GROUND COORDINATES.  
 TO OBTAIN OH-S, NAD 83 (95), STATE PLANE COORDINATES, DIVIDE  
 BOTH NORTHING AND EASTING BY P.A.F. P.A.F. = 1.00008627  
 PROJECT MEAN LATITUDE: 39°15'04.86", PROJECT MEAN ELLIPSOID HEIGHT: 158.371M

REFERENCE DATUMS: VERTICAL NAVD88 (REFERENCE MON. E 338, ELEV. 629.51 FEET, ELLIPSOID HEIGHT 158.22 M)  
 HORIZONTAL: NAD83 (95) (MONUMENT E 338: N39°19'53.86311", W32°59'06.27245")



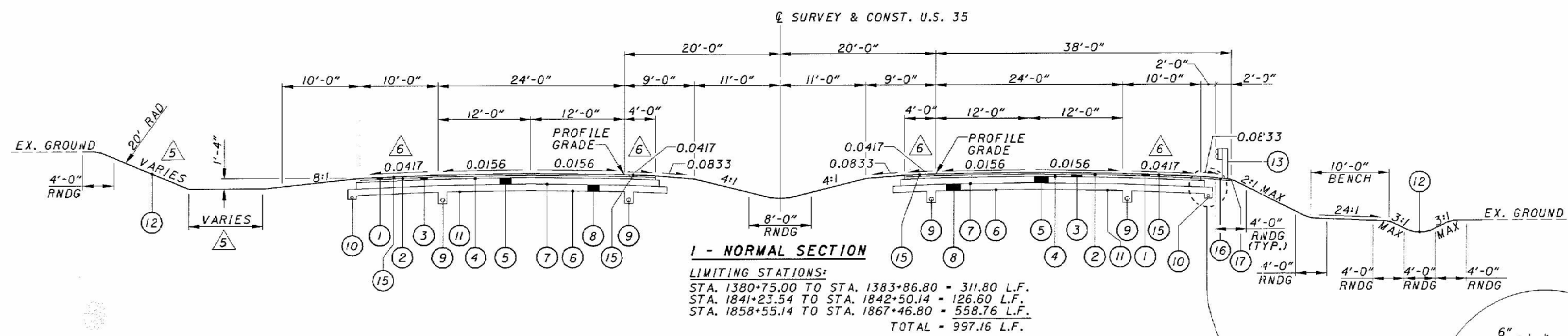
**EXISTING SUPERELEVATED SECTION AT BEGIN PROJECT**  
STA. 1380+75.00



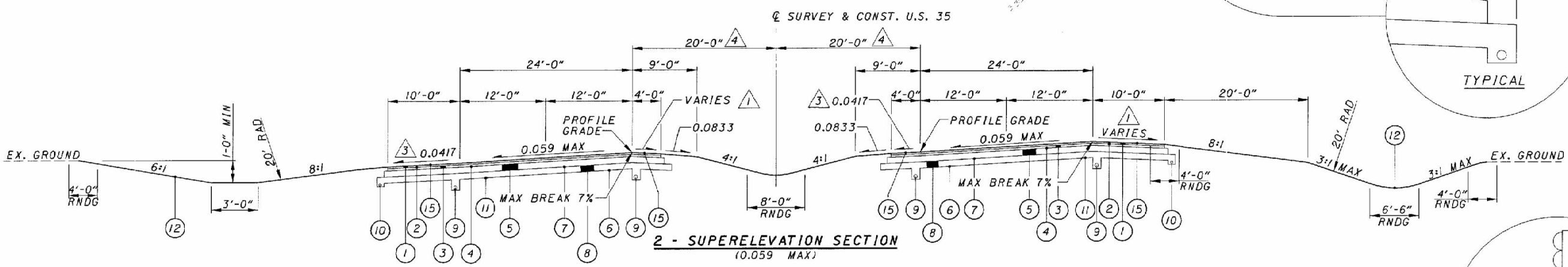
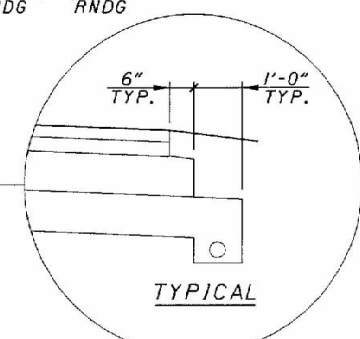
**EXISTING SUPERELEVATED SECTION AT END PROJECT**  
STA. 1882+00.00

NOTE: SEE PLAN & PROFILE SHEETS FOR EXACT DIMENSIONS.  
IN ADDITION ALL THESE DIMENSIONS SHALL BE FIELD  
VERIFIED BY THE CONTRACTOR.

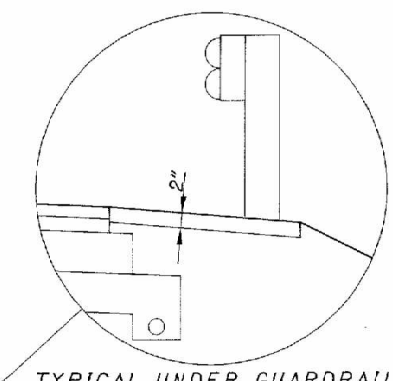
- (A) 9" REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
- (B) 6" AGGREGATE SUBBASE
- (C) 3" BITUMINOUS BASE
- (D) 6" CRUSHED AGGREGATE



**1 - NORMAL SECTION**  
 LIMITING STATIONS:  
 STA. 1380+75.00 TO STA. 1383+86.80 = 311.80 L.F.  
 STA. 1841+23.54 TO STA. 1842+50.14 = 126.60 L.F.  
 STA. 1858+55.14 TO STA. 1867+46.80 = 558.76 L.F.  
 TOTAL = 997.16 L.F.  
 -DEDUCT FOR BRIDGE ROS-35-3528  
 AND APPROACH SLABS (STA. 1863+15.80  
 TO STA. 1866+48.70)

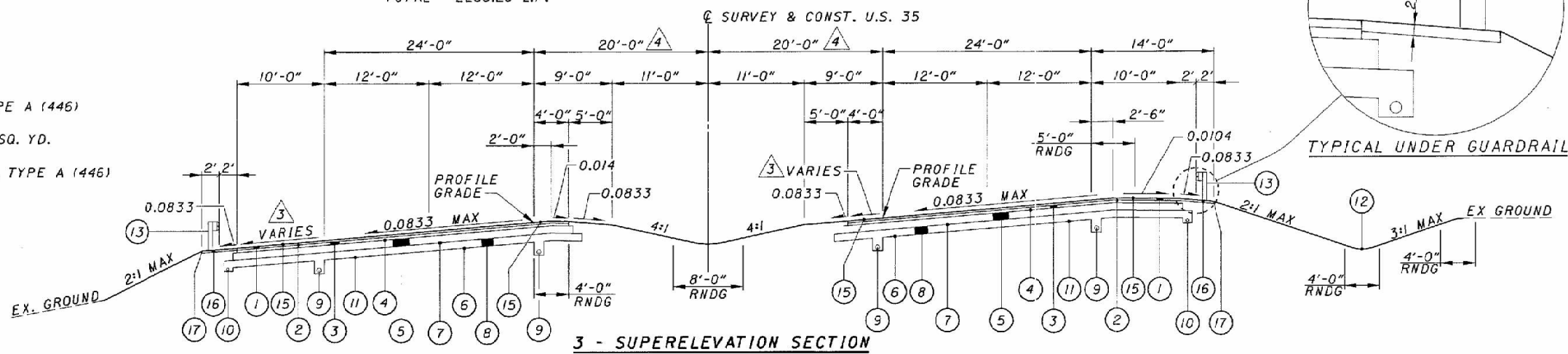


**2 - SUPERELEVATION SECTION**  
 (0.059 MAX)  
 LIMITING STATIONS:  
 STA. 1384+37 TO STA. 1392+50.00 = 813 L.F.  
 STA. 1867+46.80 TO STA. 1882+00 = 1453.20 L.F.  
 TOTAL = 2266.20 L.F.  
 SUPERELEVATION REVERSED:  
 STA. 1380+75 TO STA. 1384+37 = 362 L.F.



**LEGEND**

NO.	ITEM	DESCRIPTION
1	858	1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446)
2	407	TACK COAT FOR INTERMEDIATE COURSE @ 0.075 GAL./ SQ. YD.
3	858	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (446)
4	407	TACK COAT @ 0.075 GAL./ SQ. YD.
5	302	9 3/4" BITUMINOUS AGGREGATE BASE PG64-22
6	203	PROOF ROLLING
7	408	BITUMINOUS PRIME COAT @ 0.4 GAL./ SQ. YD.
8	304	10" AGGREGATE BASE
9	605	6" SHALLOW PIPE UNDERDRAIN (SEE DETAIL A SHEET 18)
10	605	4" SHALLOW PIPE UNDERDRAIN (SEE DETAIL A SHEET 18)
11	203	SUBGRADE COMPACTION
12	870	SEEDING & MULCHING (SEE SHEET 29)
13	606	GUARDRAIL, TYPE 5
14	452	11" PLAIN CONCRETE PAVEMENT
15	618	RUMBLE STRIP TYPE 2
16	448	2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG64-22 (UNDER GUARDRAIL)
17	203	LINEAR GRADING

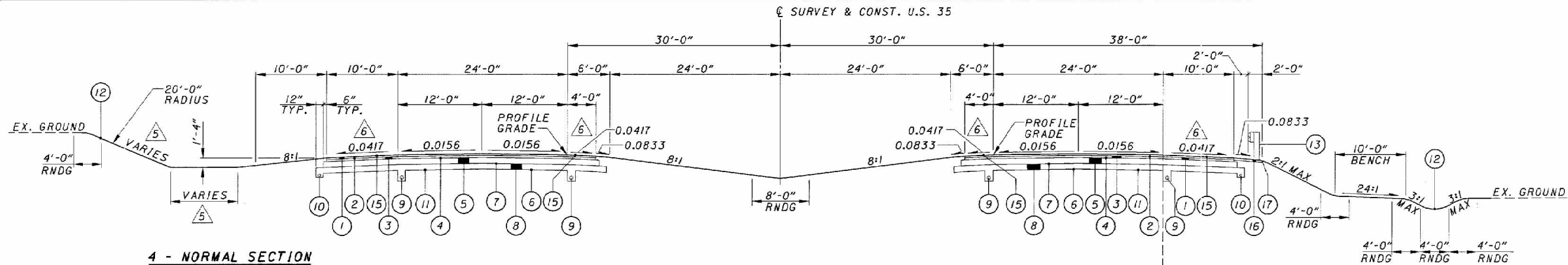


**3 - SUPERELEVATION SECTION**  
 (0.0833 MAX)  
 LIMITING STATIONS:  
 STA. 1830+00.00 TO STA. 1841+23.54 = 1123.54 L.F.  
 STA. 1842+50.14 TO STA. 1858+55.14 = 1605 L.F.  
 STA. 1867+46.80 TO STA. 1882+00.00 = 1453.20 L.F.  
 TOTAL = 4181.74 L.F.

**NOTES:**

- △ VARIES 0.0417 TO 0.0104
- △ OR PAVEMENT SLOPE IF GREATER
- △ MEDIAN WIDTH TRANSITIONS: 40' @ STA. 1385+50 TO 60' @ STA. 1392+50 AND 60' @ STA. 1830+00 TO 40' @ STA. 1837+00.
- △ SLOPE SHALL VARY FROM 0.0417 TO 0.0156 (TRANSITION OVER FIRST 50 FT AWAY FROM APPROACH SLAB)

- 3'-0" 6:1 BACK < 8'
- 3'-9" 4:1 BACK 8'-11"
- 4'-6" 3:1 BACK 11'-15"
- 6'-0" 2:1 BACK > 15'
- 9'-6" 1:1 BACK ROCK CUT



**4 - NORMAL SECTION**

**LIMITING STATIONS:**

STA. 1396+58.20 TO STA. 1420+26.80 = 2368.60 L.F. STA. 1577+03.00 TO STA. 1618+57.96 = 4138.29 L.F.  
 STA. 1434+53.20 TO STA. 1478+06.85 = 4224.11 L.F. STA. 1630+70.78 TO STA. 1659+21.80 = 2670.172 L.F.  
 STA. 1499+71.33 TO STA. 1501+78.32 = 18.64 L.F. STA. 1674+03.20 TO STA. 1676+31.80 = 228.60 L.F.  
 STA. 1529+10.69 TO STA. 1547+01.80 = 1791.11 L.F. STA. 1694+83.20 TO STA. 1742+86.21 = 4803.01 L.F.  
 STA. 1565+18.20 TO STA. 1566+86.80 = 168.60 L.F. STA. 1747+48.79 TO STA. 1791+71.80 = 4423.01 L.F.  
 STA. 1816+83.20 TO STA. 1824+88.51 = 684.44 L.F.  
 TOTAL = 25,518.58 L.F.

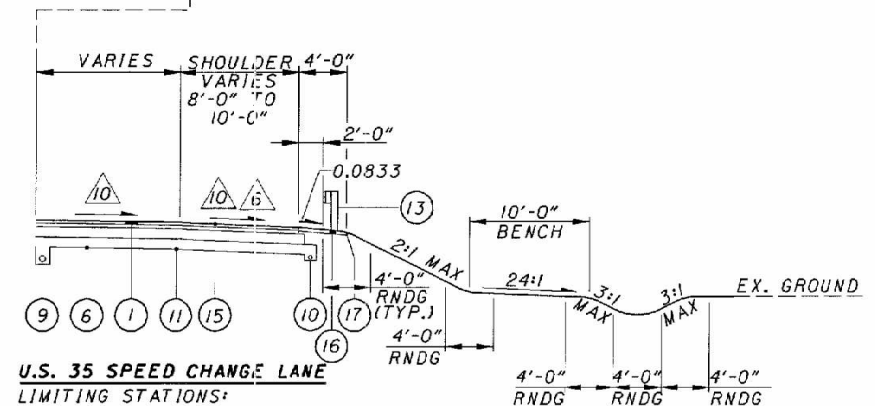
-DEDUCT FOR BRIDGE ROS-35-2717 AND APPROACH SLABS (STA. 1434+63.23 TO STA. 1435+92.77)

-DEDUCT FOR BRIDGE ROS-35-3065 AND APPROACH SLABS (STA. 1618+41.29 TO STA. 1618+57.96)

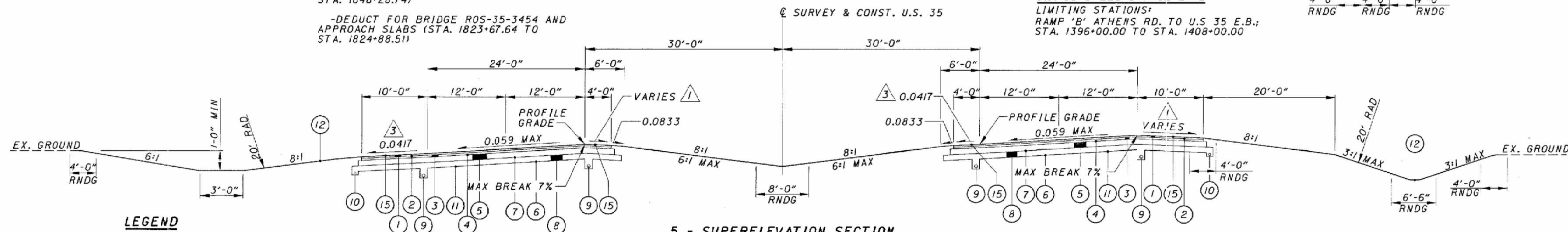
-DEDUCT FOR BRIDGE ROS-35-2839 AND APPROACH SLABS (STA. 1499+71.33 TO STA. 1501+59.68)

-DEDUCT FOR BRIDGE ROS-35-3116 AND APPROACH SLABS (STA. 1646+45.89 TO STA. 1648+26.74)

-DEDUCT FOR BRIDGE ROS-35-3454 AND APPROACH SLABS (STA. 1823+67.64 TO STA. 1824+88.51)



**U.S. 35 SPEED CHANGE LANE**  
 LIMITING STATIONS:  
 RAMP 'B' ATHENS RD. TO U.S. 35 E.B.;  
 STA. 1396+00.00 TO STA. 1408+00.00



**5 - SUPERELEVATION SECTION**

(0.059 MAX)  
 LIMITING STATIONS:  
 STA. 1392+50.00 TO STA. 1396+58.20 = 408.20 L.F.  
 STA. 1566+86.80 TO STA. 1577+03.20 = 1016.40 L.F.  
 STA. 1659+21.80 TO STA. 1674+03.20 = 1481.40 L.F.  
 TOTAL = 2906.00 L.F.

NO.	ITEM	DESCRIPTION
1	858	1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446)
2	407	TACK COAT FOR INTERMEDIATE COURSE @ 0.075 GAL./ SQ. YD.
3	858	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (446)
4	407	TACK COAT @ 0.075 GAL./ SQ. YD.
5	302	9 3/4" BITUMINOUS AGGREGATE BASE PG64-22
6	203	PROOF ROLLING
7	408	BITUMINOUS PRIME COAT @ 0.4 GAL./ SQ. YD.
8	304	10" AGGREGATE BASE
9	605	6" SHALLOW PIPE UNDERDRAIN (SEE DETAIL A SHEET 18)
10	605	4" SHALLOW PIPE UNDERDRAIN (SEE DETAIL A SHEET 18)
11	203	SUBGRADE COMPACTION
12	870	SEEDING & MULCHING (SEE SHEET 29)
13	606	GUARDRAIL, TYPE 5
14	452	11" PLAIN CONCRETE PAVEMENT
15	618	RUMBLE STRIP TYPE 2
16	448	2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22 (UNDER GUARDRAIL)
17	203	LINEAR GRADING

**NOTES:**

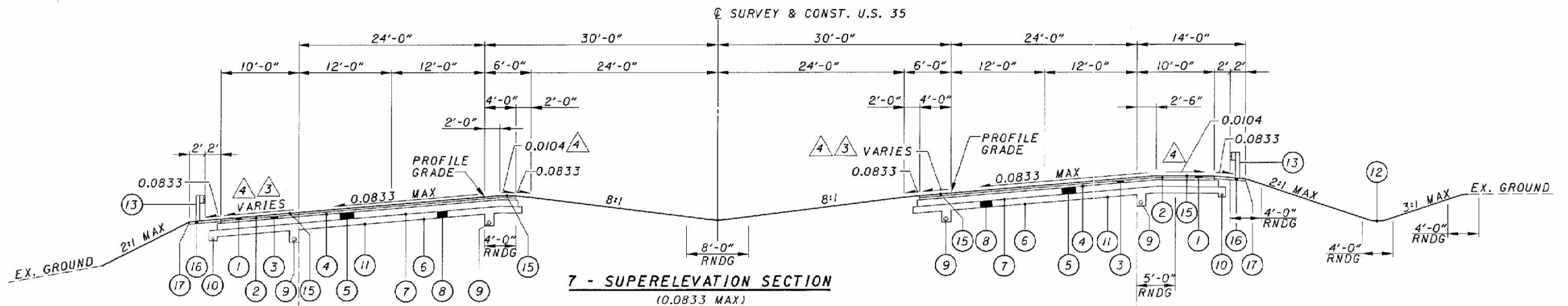
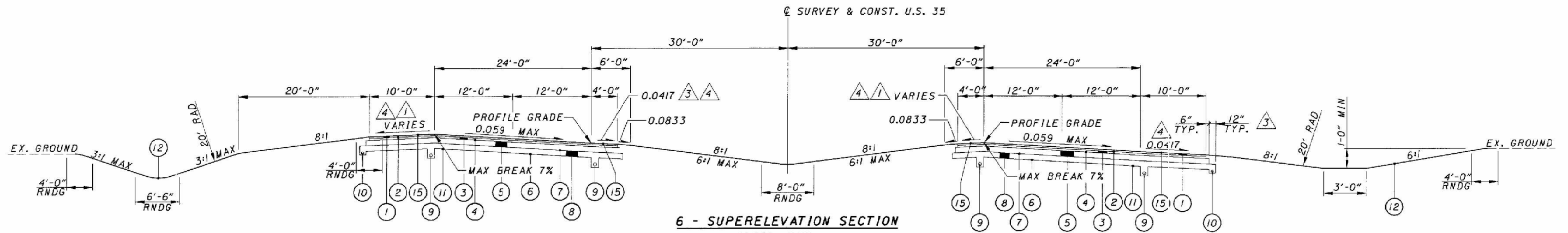
1 VARIES 0.0417 TO 0.0104

3 OR PAVEMENT SLOPE IF GREATER

5  
 3'-0" 6:1 BACK < 8'  
 3'-9" 4:1 BACK 8'-11"  
 4'-6" 3:1 BACK 11'-15"  
 6'-0" 2:1 BACK > 15'  
 9'-6" 1:1 BACK ROCK CUT

6 SLOPE SHALL VARY FROM 0.0417 TO 0.0156 (TRANSITION OVER FIRST 50 FT AWAY FROM APPROACH SLAB)

10 VARIES, SEE PAVEMENT ELEVATION TABLE AND PAVEMENT DETAIL SHEET.

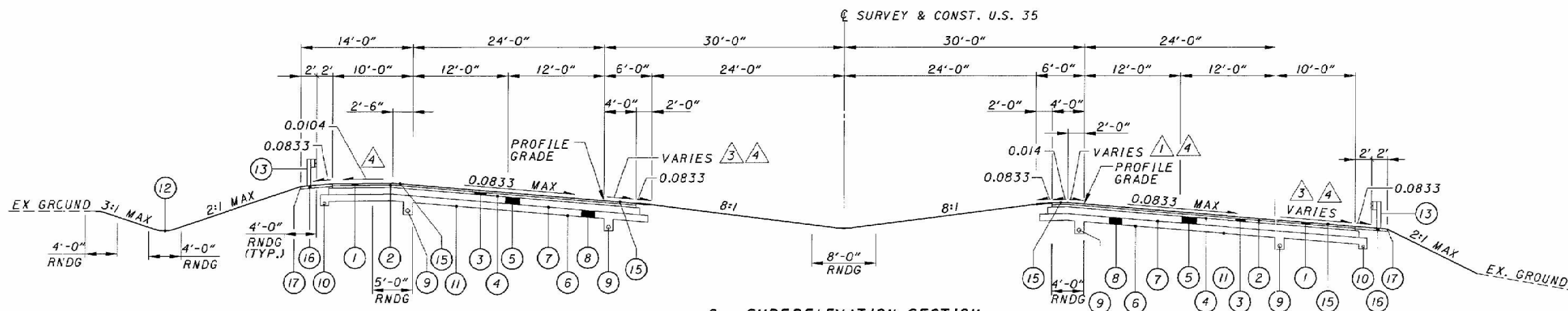


LEGEND

NO.	ITEM	DESCRIPTION	NO.	ITEM	DESCRIPTION
1	858	1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446)	10	605	4" SHALLOW PIPE UNDERDRAIN (SEE DETAIL A SHEET 18)
2	407	TACK COAT FOR INTERMEDIATE COURSE @ 0.075 GAL./ SQ. YD.	11	203	SUBGRADE COMPACTION
3	858	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (446)	12	870	SEEDING & MULCHING (SEE SHEET 29)
4	407	TACK COAT @ 0.075 GAL./ SQ. YD.	13	606	GUARDRAIL, TYPE 5
5	302	9 3/4" BITUMINOUS AGGREGATE BASE PG64-22	14	452	11" PLAIN CONCRETE PAVEMENT
6	203	PROOF ROLLING	15	618	RUMBLE STRIP TYPE 2
7	408	BITUMINOUS PRIME COAT @ 0.4 GAL./ SQ. YD.	16	448	2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22 (UNDER GUARDRAIL)
8	304	10" AGGREGATE BASE	17	203	LINEAR GRADING
9	605	6" SHALLOW PIPE UNDERDRAIN (SEE DETAIL A SHEET 18)			

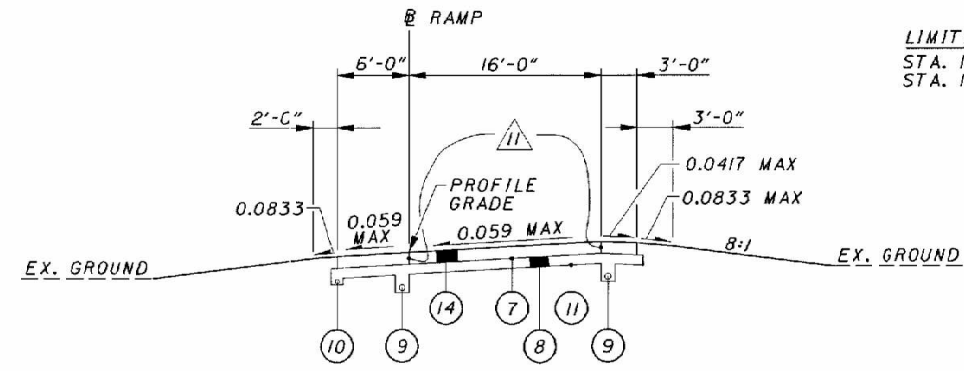
NOTES:

- 1 VARIES 0.0417 TO 0.0104
- 3 OR PAVEMENT SLOPE IF GREATER
- 4 VARIES - IF PAVEMENT SLOPE IS LESS THAN 0.0417, TRANSITION SHOULDER FROM 0.0417 TO PAVEMENT SLOPE (TRANSITION OVER FIRST 50 FT AWAY FROM APPROACH SLAB)
- 10 VARIES, SEE PAVEMENT ELEVATION TABLE AND PAVEMENT DETAIL SHEET



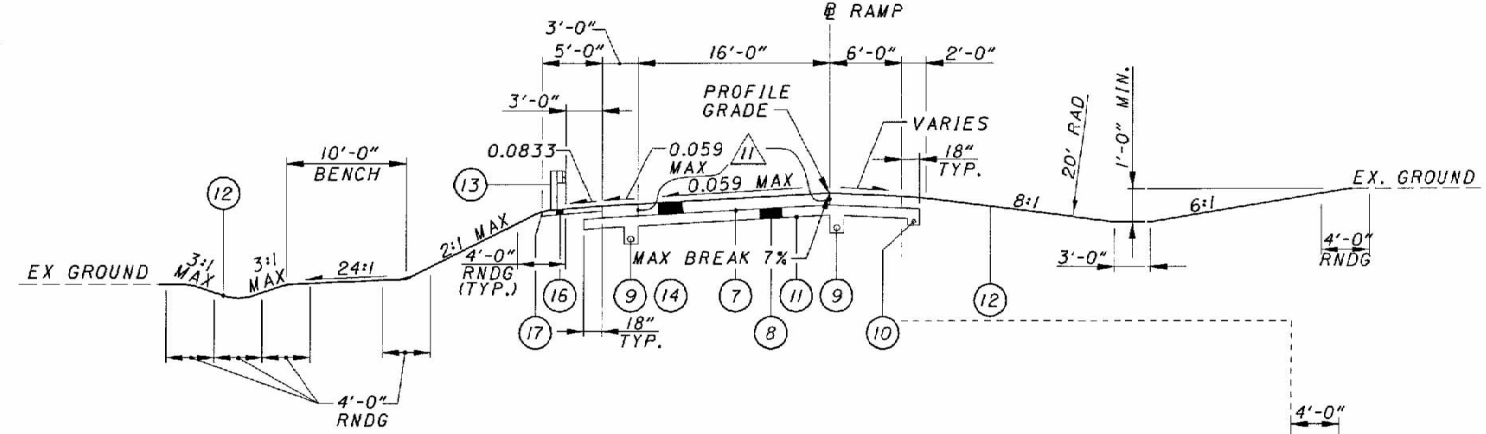
**8 - SUPERELEVATION SECTION**  
(0.0833 MAX)

**LIMITING STATIONS:**  
 STA. 1478+06.85 TO STA. 1499+71.33 = 2134.38 L.F.  
 STA. 1618+57.96 TO STA. 1630+70.78 = 961.75 L.F.  
 TOTAL = 3096.13 L.F.  
 - DEDUCT FOR BRIDGE ROS-35-2839 AND APPROACH SLABS (STA. 1499+41.23 TO STA. 1499+71.33)  
 - DEDUCT FOR BRIDGE ROS-35-3065 AND APPROACH SLABS (STA. 1618+57.96 TO STA. 1621+09.03)



**10 - RAMP SECTION**  
(0.059 MAX)

**LIMITING STATIONS:**  
 PROP. U.S. 35 WB (RAMP A) TO ATHENS RD.  
 STA. 1385+69.75 TO STA. 1398+24.95 = 1255.20 L.F.  
 (SEE PAV'T. DETAILS)  
 PROP. U.S. 35 WB (RAMP C) TO VIGO RD.  
 STA. 1856+79.84 TO STA. 1864+27.21 = 747.37 L.F.  
 VIGO RD. (RAMP A)  
 STA. 1844+25.00 TO STA. 1854+53.21 = 1028.21 L.F.  
 (SEE PAV'T. DETAILS) TOTAL = 3030.78 L.F.

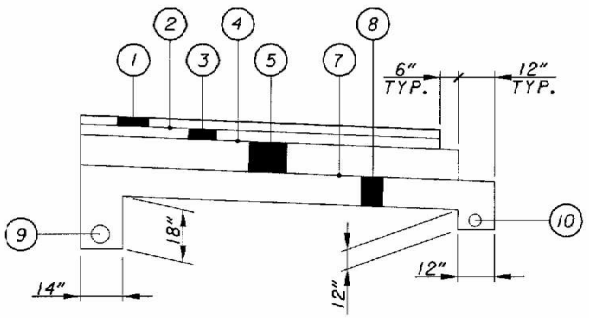


**9 - RAMP SECTION**  
(0.059 MAX)

**LIMITING STATIONS:**  
 ATHENS RD. (RAMP B) TO PROP. U.S. 35 EB  
 STA. 1380+32.25 TO STA. 1390+25.00 = 992.75 L.F.  
 (SEE PAV'T. DETAILS)  
 PROP. U.S. 35 (RAMP B) TO WATSON RD.  
 STA. 1852+64.50 TO STA. 1856+04.35 = 339.85 L.F.  
 (SEE PAV'T. DETAILS) TOTAL = 1332.60 L.F.

**LEGEND**

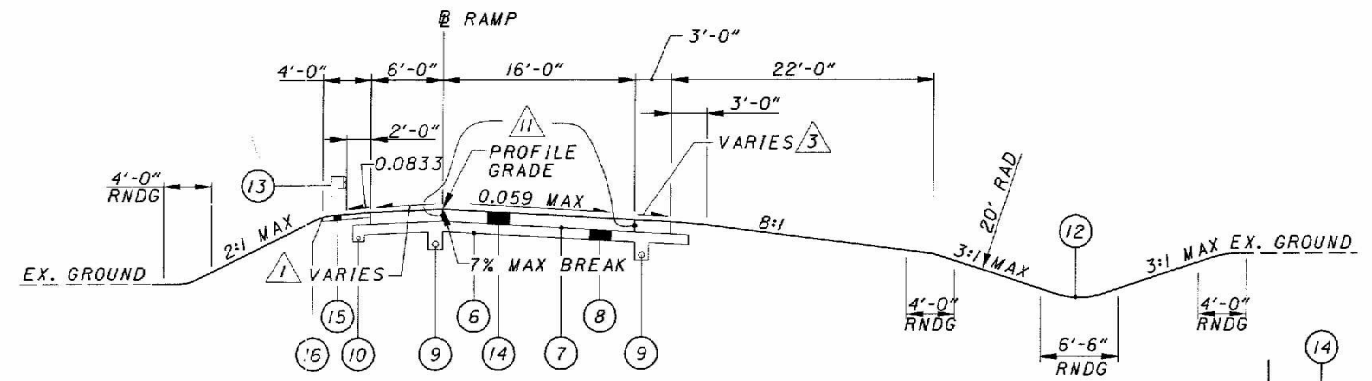
NO.	ITEM	DESCRIPTION
①	858	1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446)
②	407	TACK COAT FOR INTERMEDIATE COURSE @ 0.075 GAL./ SQ. YD.
③	858	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (446)
④	407	TACK COAT @ 0.075 GAL./ SQ. YD.
⑤	302	9 3/4" BITUMINOUS AGGREGATE BASE PG64-22
⑥	203	PROOF ROLLING
⑦	408	BITUMINOUS PRIME COAT @ 0.4 GAL./ SQ. YD.
⑧	304	10" AGGREGATE BASE
⑨	605	6" SHALLOW PIPE UNDERDRAIN (SEE DETAIL A OR B SHEETS 18 & 19)
⑩	605	4" SHALLOW PIPE UNDERDRAIN (SEE DETAIL A OR B SHEETS 18 & 19)
⑪	203	SUBGRADE COMPACTION
⑫	870	SEEDING & MULCHING (SEE SHEET 29)
⑬	606	GUARDRAIL, TYPE 5
⑭	452	11" PLAIN CONCRETE PAVEMENT
⑮	618	RUMBLE STRIP TYPE 2
⑯	448	2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22 (UNDER GUARDRAIL)
⑰	203	LINEAR GRADING



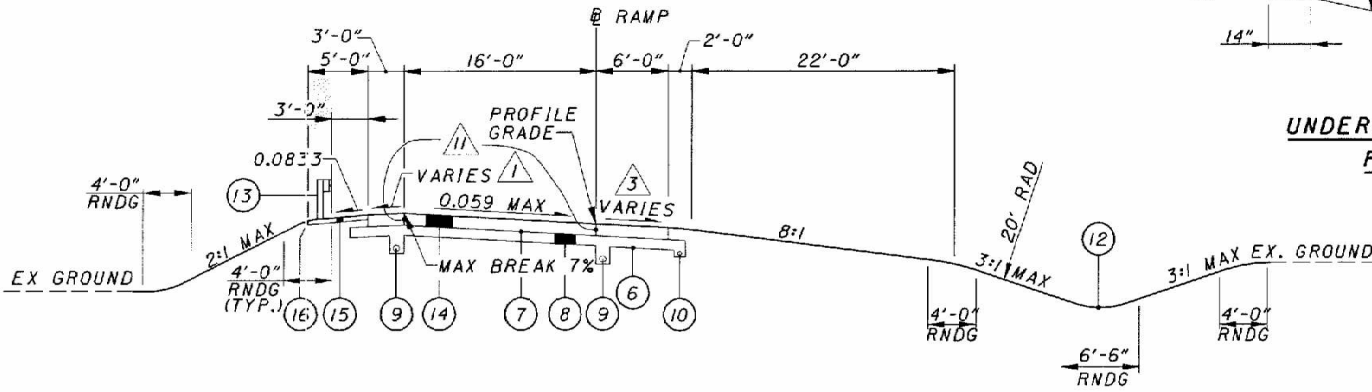
**UNDERDRAIN DETAIL A FOR MAINLINE**

**NOTES:**

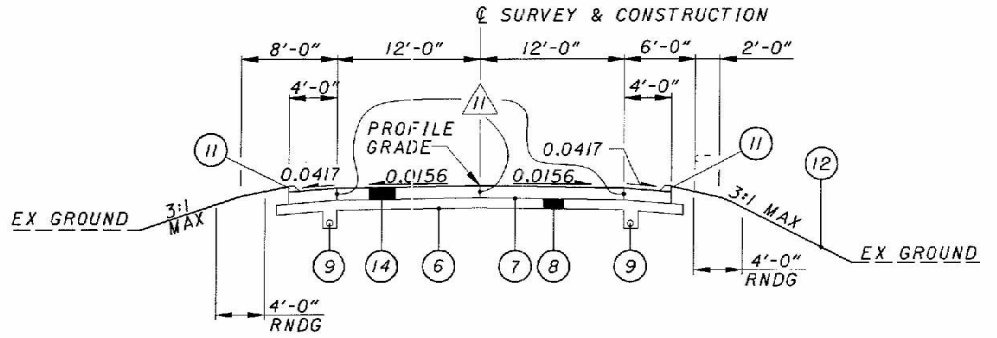
- ① VARIES 0.0417 TO 0.0104
- ③ OR PAVEMENT SLOPE IF GREATER
- ④ VARIES - IF PAVEMENT SLOPE IS LESS THAN 0.0417, TRANSITION SHOULDER FROM 0.0417 TO PAVEMENT SLOPE (TRANSITION OVER FIRST 50 FT AWAY FROM APPROACH SLAB)
- ⑩ VARIES, SEE PAVEMENT ELEVATION TABLE AND PAVEMENT DETAIL SHEET.
- ⑪ LONGITUDINAL JOINT PER BP-2.1



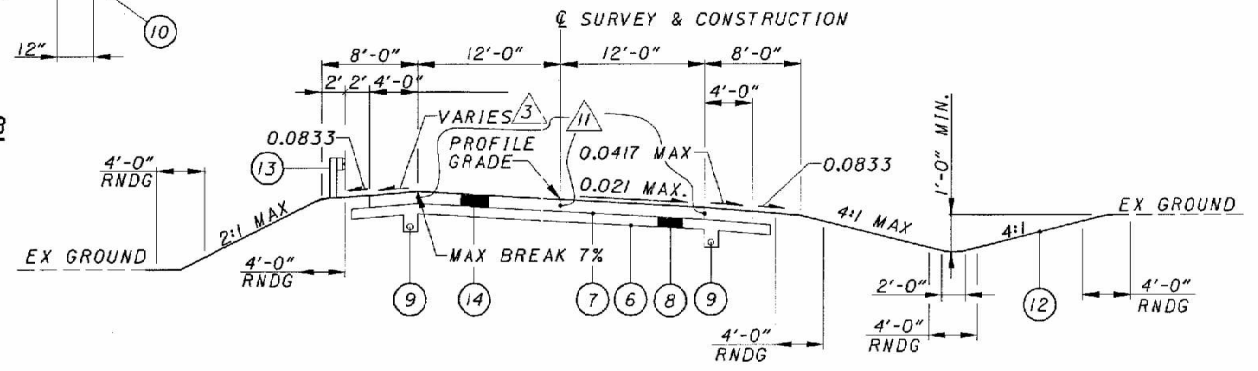
**11 - RAMP SECTION**  
(0.059 MAX)  
LIMITING STATIONS:  
PROP. U.S. 35 WB (RAMP C) TO VIGO RD.  
STA. 1855+12.50 TO STA. 1856+79.84 = 167.34 L.F.



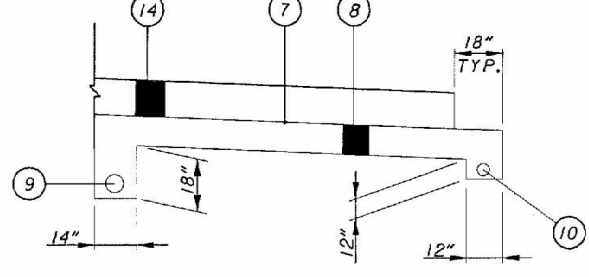
**12 - RAMP SECTION**  
(0.059 MAX)  
LIMITING STATIONS:  
U.S. 35 (RAMP B) TO WATSON RD.  
STA. 1846+75 TO STA. 1852+64.57 = 589.57 L.F.  
WATSON RD. (RAMP D) TO PROP. U.S. 35 EB  
STA. 1854+53.68 TO STA. 1863+25.00 = 871.32 L.F.  
TOTAL = 1460.89 L.F.



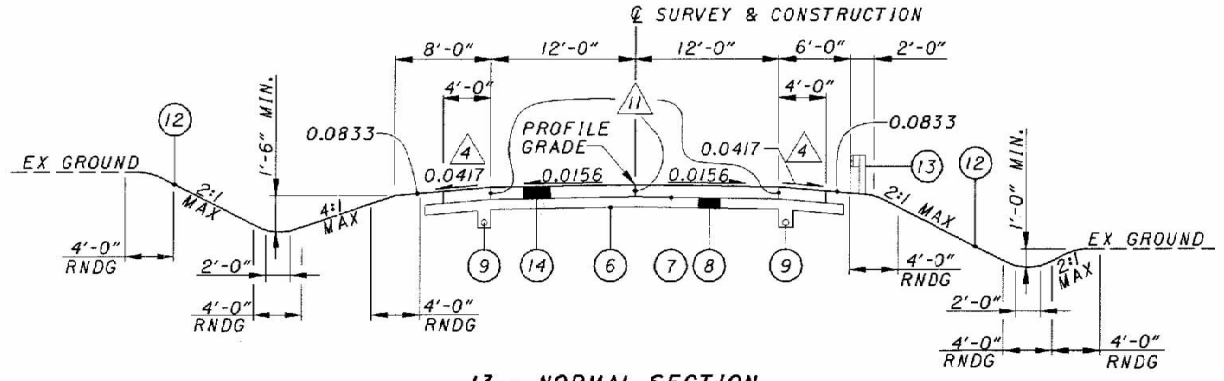
**14 - NORMAL SECTION**  
(0.0156 MAX)  
LIMITING STATIONS:  
VIGO ROAD  
STA. 41+70.49 TO STA. 43+51.64 = 181.15 L.F.



**15 - SUPERELEVATION SECTION**  
(0.021 MAX)  
LIMITING STATIONS:  
WATSON ROAD  
STA. 26+66.26 TO STA. 32+13.74 = 547.48 L.F.



**UNDERDRAIN DETAIL B FOR RAMPS**



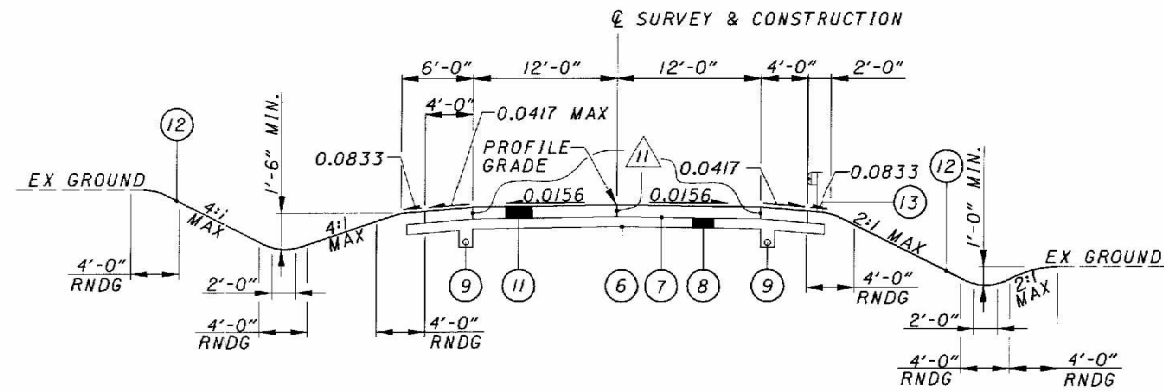
**13 - NORMAL SECTION**  
(0.0156 MAX)  
LIMITING STATIONS:  
VIGO ROAD/WATSON ROAD  
STA. 15+41.07 TO STA. 26+66.26 = 1125.19 L.F.  
STA. 32+13.74 TO STA. 41+70.49 = 684.75 L.F.  
TOTAL = 1809.94 L.F.

-DEDUCT FOR BRIDGE ROSS-35-3512 & RDS-CR207-0193 AND APPROACH SLABS (VIGO/WATSON ROAD) STA. 33+25.39 TO STA. 35+97.39

- NOTES:**
- 1 VARIES 0.0417 TO 0.0104
  - 3 OR PAVEMENT SLOPE IF GREATER
  - 4 SLOPE SHALL VARY FROM 0.0417 TO 0.0156 (TRANSITION OVER FIRST 50 FT AWAY FROM APPROACH SLAB)
  - 11 LONGITUDINAL JOINT PER BP-2.1

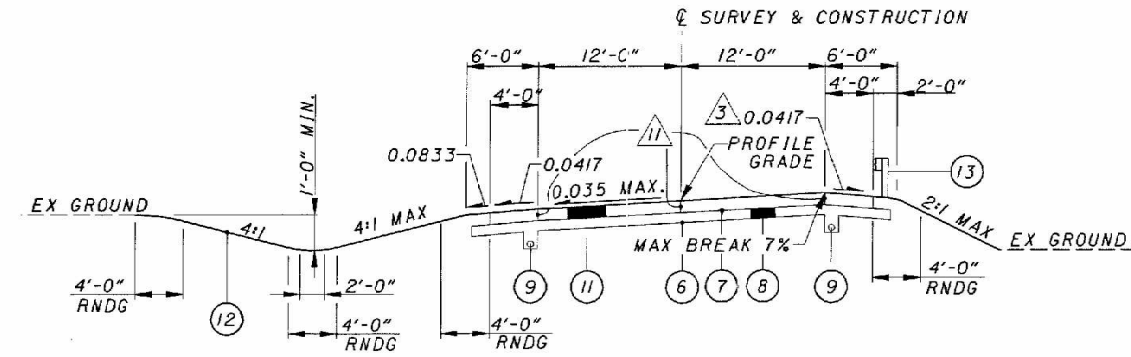
**LEGEND**

NO.	ITEM	DESCRIPTION
1	858	1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446)
2	407	TACK COAT FOR INTERMEDIATE COURSE @ 0.075 GAL./ SQ. YD.
3	858	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (446)
4	407	TACK COAT @ 0.075 GAL./ SQ. YD.
5	302	9 3/4" BITUMINOUS AGGREGATE BASE PG64-22
6	203	SUBGRADE COMPACTION
7	408	BITUMINOUS PRIME COAT @ 0.4 GAL./ SQ. YD.
8	304	10" AGGREGATE BASE
9	605	6" SHALLOW PIPE UNDERDRAIN (SEE DETAIL A OR B SHEETS 18 & 19)
10	605	4" SHALLOW PIPE UNDERDRAIN (SEE DETAIL A OR B SHEETS 18 & 19)
11	830	CURB, TYPE 3A
12	870	SEEDING & MULCHING (SEE SHEET 29)
13	606	GUARDRAIL, TYPE 5
14	452	11" PLAIN CONCRETE PAVEMENT
15	448	2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22 (UNDER GUARDRAIL)
16	203	LINEAR GRADING



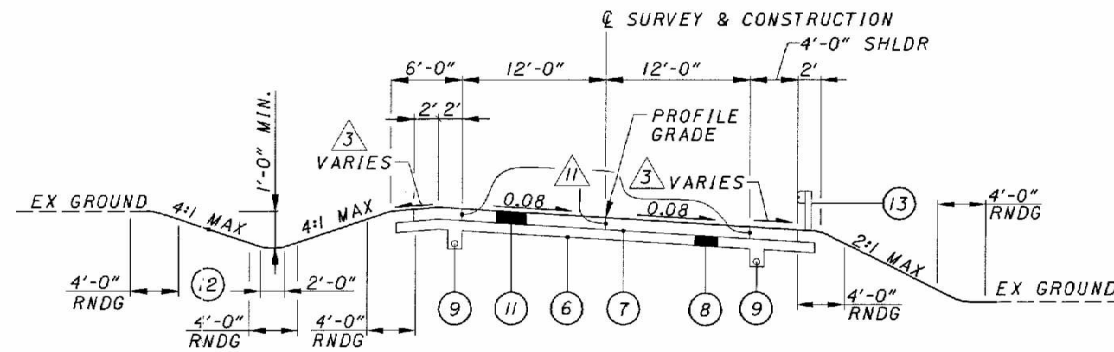
**16 - NORMAL SECTION**

(0.0156 MAX)  
 LIMITING STATIONS:  
 U.S. 35 CONNECTOR EAST  
 STA. 76+93.47 TO STA. 83+04.53 = 611.06 L.F.  
 STA. 87+70.47 TO STA. 93+82.68 = 612.21 L.F.  
 U.S. 35 CONNECTOR WEST  
 STA. 0+13.66 TO STA. 0+31.97 = 18.31 L.F.  
 STA. 2+01.13 TO STA. 7+84.67 = 583.54 L.F.  
 TOTAL = 1825.12 L.F.



**18 - SUPERELEVATION SECTION**

(0.035 MAX)  
 LIMITING STATIONS:  
 U.S. 35 CONNECTOR WEST  
 STA. 0+31.97 TO STA. 2+01.13 = 169.16 L.F.

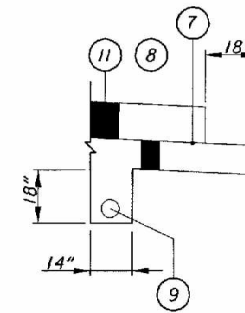


**17 - SUPERELEVATION SECTION**

(0.08 MAX)  
 LIMITING STATIONS:  
 U.S. 35 CONNECTOR EAST  
 STA. 74+00 TO STA. 76+93.47 = 293.47 L.F.  
 STA. 83+04.53 TO STA. 87+70.47 = 465.94 L.F.  
 U.S. 35 CONNECTOR WEST  
 STA. 7+84.67 TO STA. 14+00 = 615.33 L.F.  
 TOTAL = 1374.74 L.F.

**LEGEND**

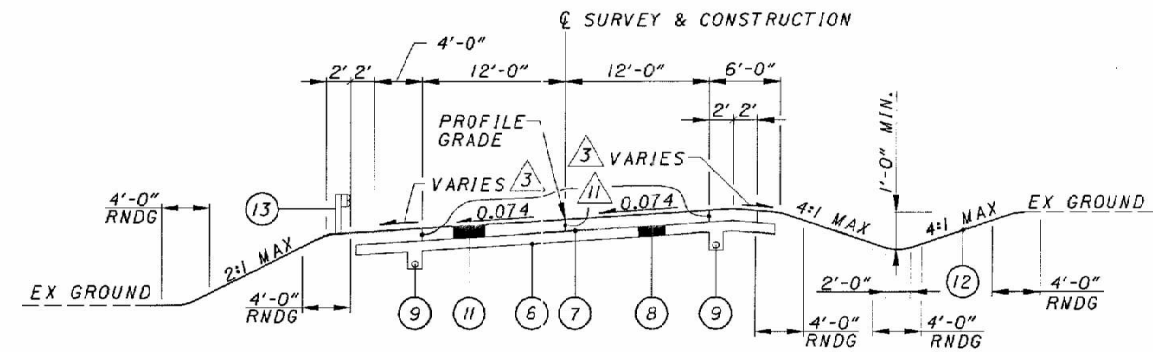
NO.	ITEM	DESCRIPTION
1	858	1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446)
2	407	TACK COAT FOR INTERMEDIATE COURSE @ 0.075 GAL./ SQ. YD.
3	858	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (446)
4	407	TACK COAT @ 0.075 GAL./ SQ. YD.
5	302	9 3/4" BITUMINOUS AGGREGATE BASE PG64-22
6	203	SUGRADE COMPACTION
7	408	BITUMINOUS PRIME COAT @ 0.4 GAL./ SQ. YD.
8	304	10" AGGREGATE BASE
9	605	6" SHALLOW PIPE UNDERDRAIN (SEE DETAIL C THIS SHEET)
10	605	4" SHALLOW PIPE UNDERDRAIN
11	452	11" PLAIN CONCRETE PAVEMENT
12	870	SEEDING & MULCHING (SEE SHEET 29)
13	606	GUARDRAIL, TYPE 5



**UNDERDRAIN DETAIL C  
 FOR CONNECTORS & SIDE ROADS**

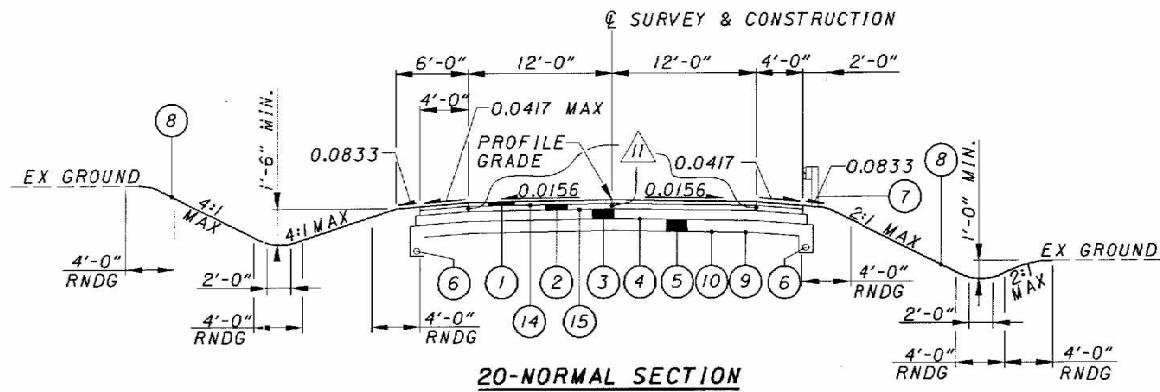
**NOTES:**

- 1 VARIES 0.0417 TO 0.0104
- 3 OR PAVEMENT SLOPE IF GREATER
- 11 LONGITUDINAL JOINT PER BP-2.1

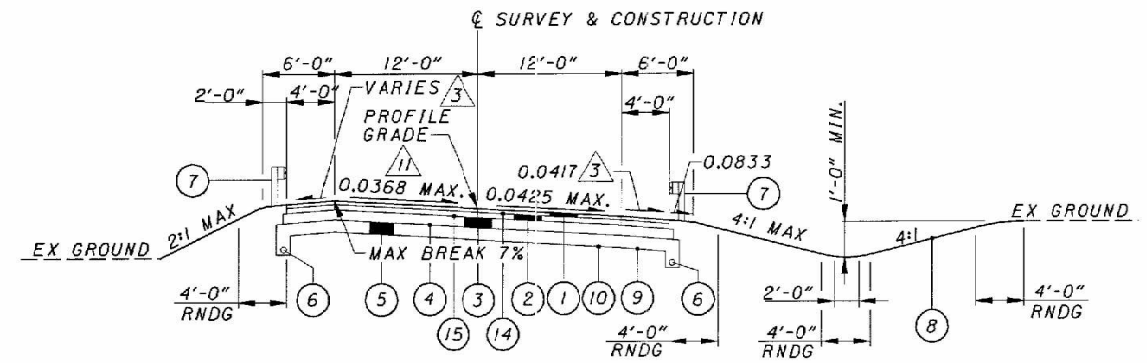


**19 - SUPERELEVATION SECTION**

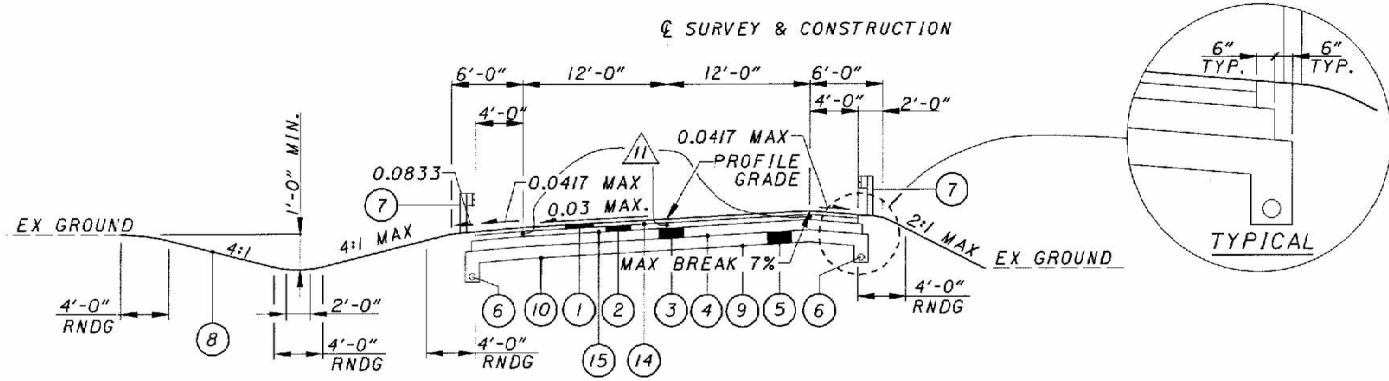
(0.074 MAX)  
 LIMITING STATIONS:  
 U.S. 35 CONNECTOR EAST  
 STA. 93+82.68 TO STA. 99+35.96 = 553.28 L.F.



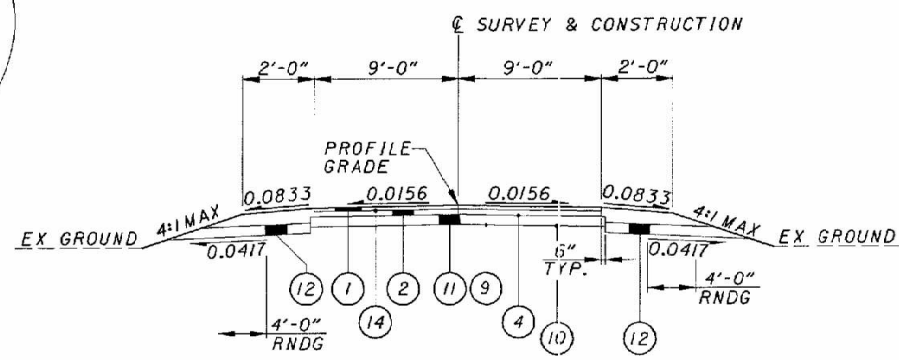
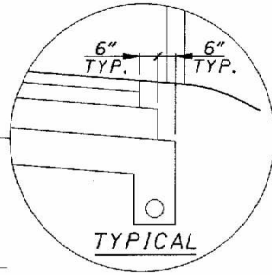
**20-NORMAL SECTION**  
MUSGROVE RD.  
STA. 11+85.47 TO STA. 12+50 = 64.53 L.F.  
(STA. 12+00 TO STA. 12+50 LANE WIDTHS VARY, 3)



**22-SUPERELEVATION SECTION (RIGHT)**  
(0.0425 MAX)  
MUSGROVE RD.  
STA. 8+30 TO STA. 9+15 = 85 L.F.  
(STA. 8+30 TO STA. 8+80 LANE WIDTHS VARY, 3)



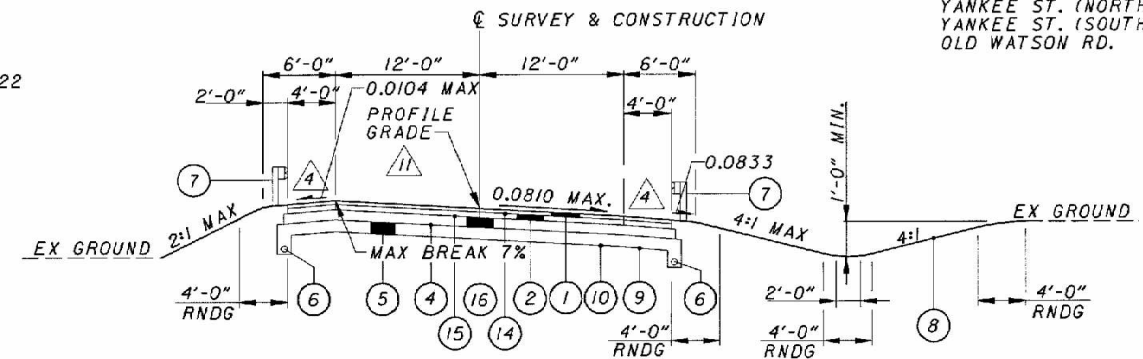
**21-SUPERELEVATION SECTION (LEFT)**  
(0.03 MAX)  
MUSGROVE RD.  
STA. 9+15 TO STA. 11+85.47 = 270.47 L.F.  
OLD WATSON RD. STA. 10+00 TO STA. 10+88.73 = 88.73 L.F.



**23-NORMAL SECTION**  
SERVICE ROAD 1 (AT LANCASTER ROAD)  
TURN AROUND  
ACCESS RD. TO U.S. 50  
(U.S. 35 STA. 1393+00, 125' LT.)  
MAIN ST. (U.S. 35 STA. 1835+50, 150' LT.)  
YANKEE ST. (NORTH)  
YANKEE ST. (SOUTH)  
OLD WATSON RD.

**LEGEND**

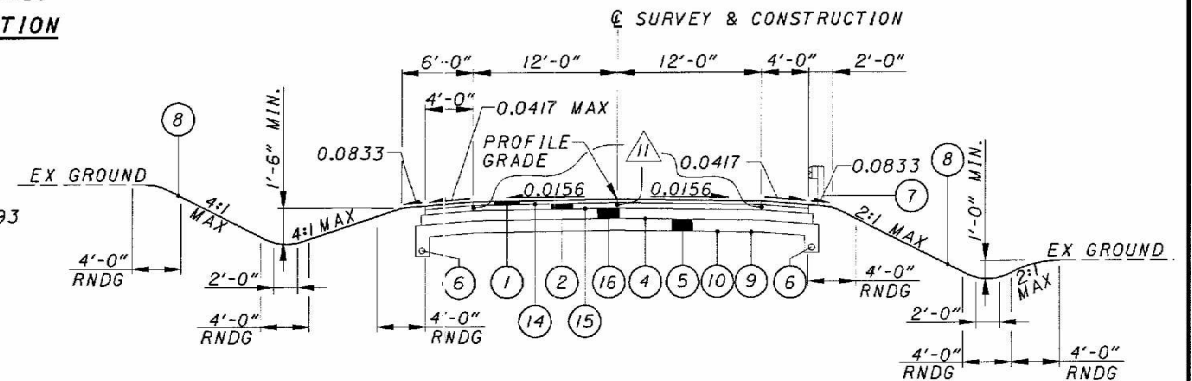
NO.	ITEM	DESCRIPTION
1	448	1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22
2	448	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-22
3	301	5" BITUMINOUS AGGREGATE BASE, PG 64-22
4	408	BITUMINOUS PRIME COAT @ 0.4 GAL./ SQ. YD.
5	304	6" AGGREGATE BASE
6	605	6" SHALLOW PIPE UNDERDRAIN (SEE DETAIL C SHEET 20)
7	606	GUARDRA'L, TYPE 5
8	870	SEEDING & MULCHING (SEE SHEET 29)
9	203	SUBGRADE COMPACTION
10	203	PROOF ROLLING
11	304	12" AGGREGATE BASE
12	605	AGGREGATE DRAIN
13	448	2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22 (DRIVEWAYS)
14	407	TACK COAT FOR INTERMEDIATE COURSE @ 0.075 GAL./ SQ. YD.
15	407	TACK COAT @ 0.075 GAL./ SQ. YD.
16	301	6" BITUMINOUS AGGREGATE BASE, PG 64-22



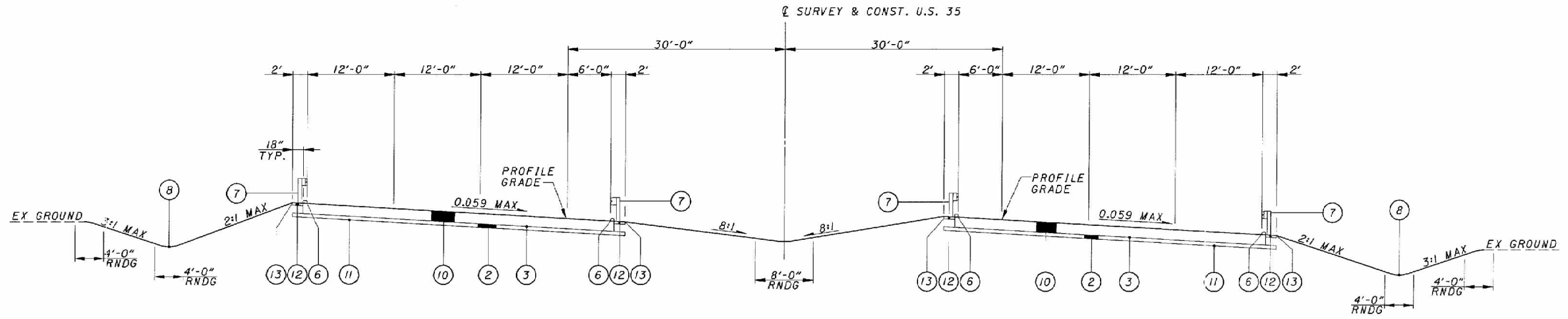
**23A-SUPERELEVATION ASPHALT TRANSITION SECTION**  
(0.0810 MAX)  
WATSON RD.  
STA. 9+58.03 TO STA. 15+41.07  
U.S. 35 CONNECTOR WEST  
STA. 14+00 TO STA. 17+47.99  
U.S. 35 CONNECTOR EAST  
STA. 70+00 TO STA. 74+00

-DEDUCT FOR BRIDGE ROSS-35-3512 & ROS-CR207-0193 AND APPROACH SLABS (VIGO/WATSON ROAD) STA. 11+98.13 TO STA. 15+41.07

- NOTES:**
- 3 VARIES, SEE PAVEMENT ELEVATION TABLE AND PAVEMENT DETAIL SHEET.
  - 4 VARIES - IF PAVEMENT SLOPE IS LESS THAN 0.0417, TRANSITION SHOULDER FROM 0.0417 TO PAVEMENT SLOPE (TRANSITION OVER FIRST 50 FT AWAY FROM APPROACH SLAB)
  - 11 LONGITUDINAL JOINT PER BP-2.1



**23B-NORMAL ASPHALT TRANSITION SECTION**  
WATSON RD.  
STA. 8+75 TO STA. 9+58.43

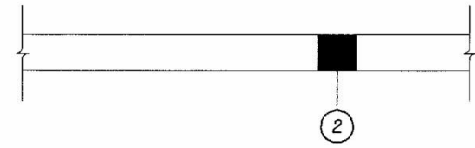


**24-APPROACH SLAB SUPERELEVATED SECTION (RIGHT)**

LIMITING STATIONS:  
 STA. 1499+41.32 TO STA. 1499+66.30 - 25 L.F.  
 TOTAL = 25 L.F.

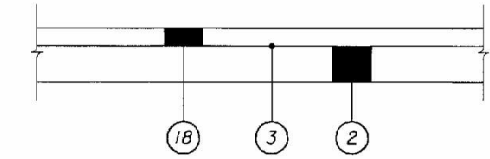
**LEGEND**

NO.	ITEM	DESCRIPTION
1	611	REINFORCED CONCRETE APPROACH SLAB (T-17"), AS PER PLAN
2	304	6" AGGREGATE BASE
3	408	BITUMINOUS PRIME COAT @ 0.4 GAL./ SQ. YD.
4	605	6" SHALLOW PIPE UNDERDRAIN (SEE DETAIL C SHEET 20)
5	605	4" SHALLOW PIPE UNDERDRAIN
6	830	CURB, TYPE 4-A
7	606	GUARDRAIL, TYPE 5
8	870	SEEDING & MULCHING (SEE SHEET 29)
9	844	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (PARAPET)
10	611	REINFORCED CONCRETE APPROACH SLAB (T-15"), AS PER PLAN
11	203	SUBGRADE COMPACTION
12	448	2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22 (UNDER GUARDRAIL)
13	203	LINEAR GRADING
14	448	1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22 (DRIVEWAYS)
15	448	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-22 (DRIVEWAYS)
16	304	8" AGGREGATE BASE
17	452	6" PLAIN CONCRETE PAVEMENT
18	448	2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22 (DRIVEWAYS)



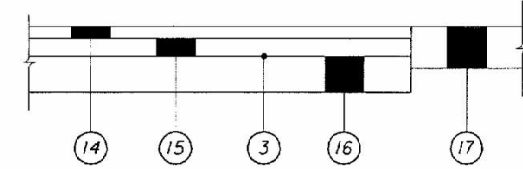
**FIELD DRIVE**

U.S. 35 CONNECTOR WEST STA. 13+50 LT.  
 U.S. 35 CONNECTOR EAST STA. 91+10.68 RT.  
 VIGO/WATSON RD. STA. 23+00 RT.



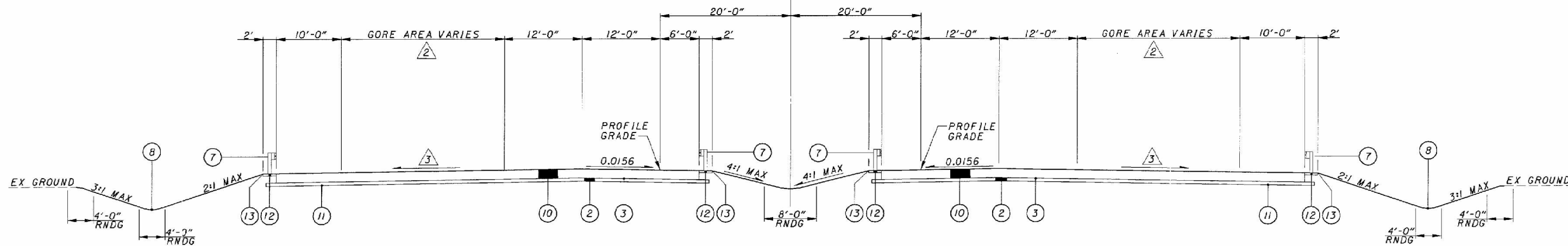
**RESIDENTIAL DRIVE & APRON**

SERVICE RD. 1 (@ LANCASTER RD.) STA. 51+79.00 RT.  
 U.S. 35 CONN. EAST STA. 80+34.73 RT.  
 U.S. 35 CONN. EAST STA. 81+50 RT.  
 MAIN ST. (U.S. 35 STA. 1835+00, 150' LT.)



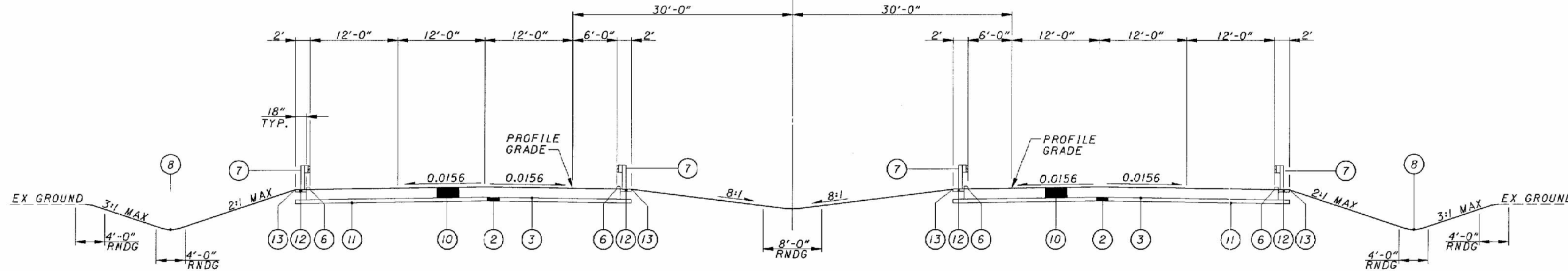
**COMMERCIAL DRIVE & APRON**

U.S. 35 CONN. WEST STA. 3+50 RT.  
 U.S. 35 CONN. WEST STA. 9+00 RT.  
 U.S. 35 CONN. EAST STA. 71+50 LT.  
 VIGO/WATSON STA. 10+50 LT.  
 VIGO/WATSON STA. 42+79.93 LT.



**25-APPROACH SLAB NORMAL SECTION**

**LIMITING STATIONS:**  
 1 STA. 1863+15.80 TO STA. 1863+40.80 = 25 L.F.  
 STA. 1866+23.70 TO STA. 1866+48.70 = 25 L.F.  
 TOTAL = 50 L.F.



**26-APPROACH SLAB NORMAL SECTION**

**LIMITING STATIONS:**  
 3 STA. 1434+63.23 TO STA. 1434+88.23 = 25 L.F.  
 \* STA. 1435+67.77 TO STA. 1435+92.77 = 25 L.F.  
 STA. 1501+34.68 TO STA. 1501+59.68 = 25 L.F.  
 \* STA. 1823+67.64 TO STA. 1823+92.64 = 25 L.F.  
 TOTAL = 100 L.F.

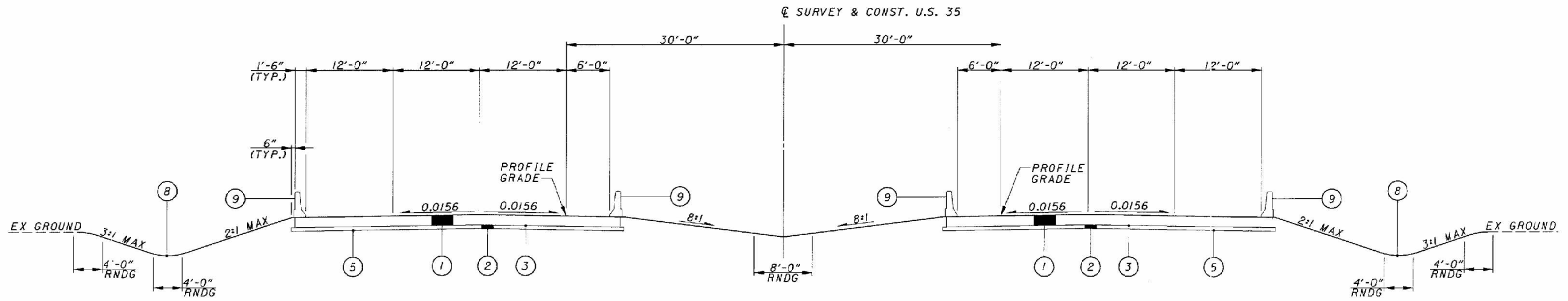
**LEGEND**

NO.	ITEM	DESCRIPTION
1	611	REINFORCED CONCRETE APPROACH SLAB (T-17"), AS PER PLAN
2	304	6" AGGREGATE BASE
3	408	BITUMINOUS PRIME COAT @ 0.4 GAL./ SQ. YD.
4	605	6" SHALLOW PIPE UNDERDRAIN
5	605	4" SHALLOW PIPE UNDERDRAIN
6	830	CURB, TYPE 4-A
7	606	GUARDRAIL, TYPE 5
8	870	SEEDING & MULCHING (SEE SHEET 29)
9	844	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (PARAPET)
10	611	REINFORCED CONCRETE APPROACH SLAB (T-15"), AS PER PLAN
11	203	SUBGRADE COMPACTION
12	448	2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, P664-22 (UNDER GUARDRAIL)
13	203	LINEAR GRADING

\* THESE SECTIONS SHALL NOT BE CURBED SEE SHEET 25 FOR DETAIL OF A SECTION WITHOUT A CURB.

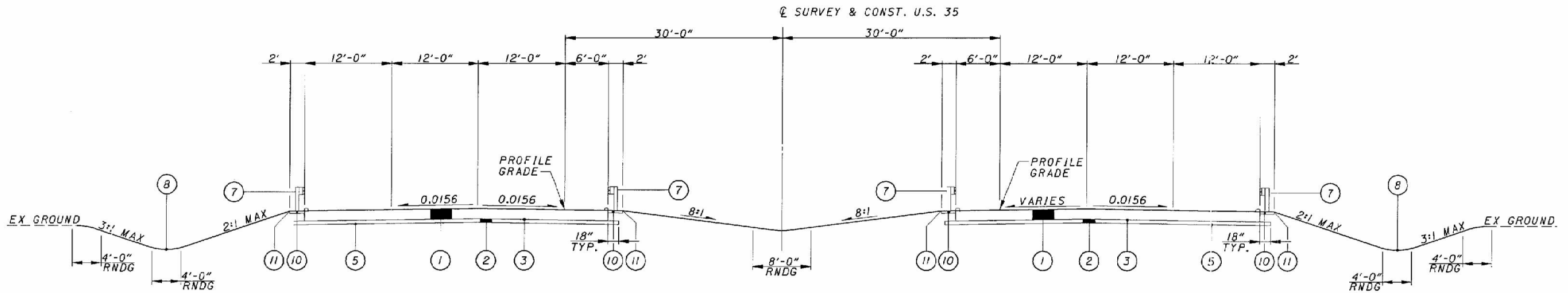
**NOTES:**

- 1 INCLUDE CURB TYPE 4-A TO THIS SECTION (SEE TYPICAL SECTION #26 FOR DETAIL).
- 2 FOR PAVEMENT WIDTHS, SEE SHEETS 220 & 506
- 3 VARIES, SEE PAVEMENT ELEVATION TABLE AND PAVEMENT DETAIL SHEET



**27-APPROACH SLAB NORMAL SECTION**

**LIMITING STATIONS:**  
 STA. 1646+45.89 TO STA. 1646+75.89 - 30 L.F.  
 STA. 1647+96.74 TO STA. 1648+26.74 - 30 L.F.  
 TOTAL - 60 L.F.

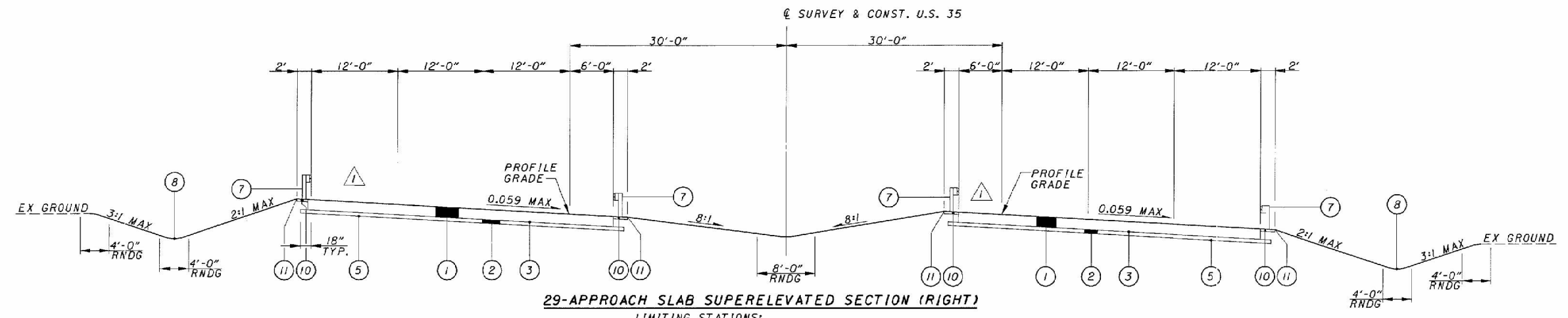


**28-APPROACH SLAB NORMAL SECTION**

**LIMITING STATIONS:**  
 STA. 1618+41.29 TO STA. 1618+57.96 - 16.67 L.F.  
 TOTAL - 16.67 L.F. (SEE SUPERELEVATED SECTION FOR THE REST OF THE APPROACH SLAB LIMIT)

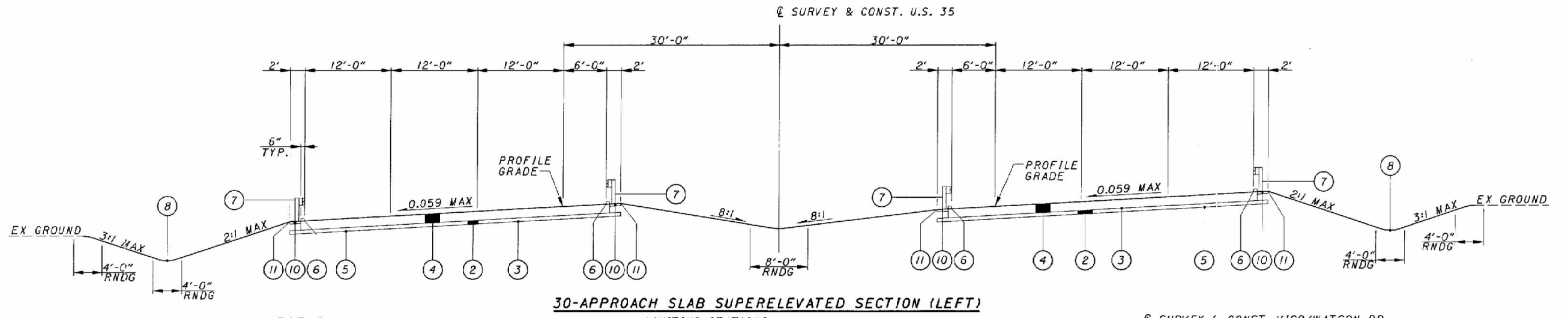
**LEGEND**

NO.	ITEM	DESCRIPTION
①	611	REINFORCED CONCRETE APPROACH SLAB (T-17"), AS PER PLAN
②	304	6" AGGREGATE BASE
③	408	BITUMINOUS PRIME COAT @ 0.4 GAL./ SQ. YD.
④	611	REINFORCED CONCRETE APPROACH SLAB (T-15"), AS PER PLAN
⑤	203	SUBGRADE COMPACTION
⑥	830	CURB, TYPE 4-A
⑦	606	GUARDRAIL, TYPE 5
⑧	870	SEEDING & MULCHING (SEE SHEET 29)
⑨	844	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (PARAPET)
⑩	448	2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG64-22 (UNDER GUARDRAIL)
⑪	203	LINEAR GRADING



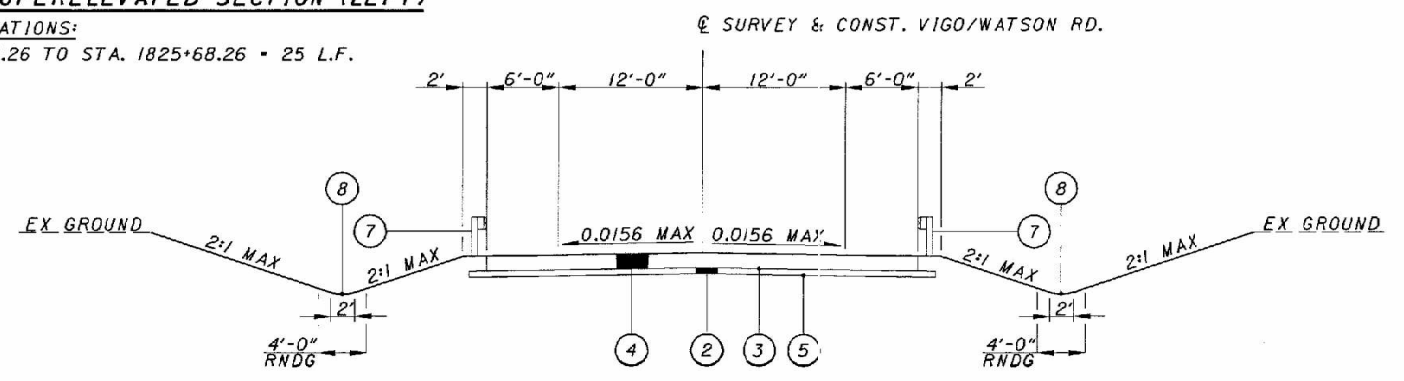
29-APPROACH SLAB SUPERELEVATED SECTION (RIGHT)

LIMITING STATIONS:  
 ▲ STA. 1563+03.99 TO STA. 1563+33.56 - 30 L.F.  
 ▲ STA. 1564+65.68 TO STA. 1564+95.68 - 30 L.F.  
 ▲ STA. 1618+57.96 TO STA. 1618+71.29 - 13.33 L.F.  
 ▲ STA. 1620+82.05 TO STA. 1621+11.25 - 30 L.F.  
 TOTAL = 103.33 L.F.



30-APPROACH SLAB SUPERELEVATED SECTION (LEFT)

LIMITING STATIONS:  
 STA. 1825+43.26 TO STA. 1825+68.26 - 25 L.F.



30-APPROACH SLAB VIGO/WATSON RD. NORMAL SECTION

LIMITING STATIONS:  
 STA. 11+98.13 TO STA. 12+23.12 - 25 L.F.  
 STA. 15+16.07 TO STA. 15+41.07 - 25 L.F.  
 STA. 33+25.39 TO STA. 33+50.39 - 25 L.F.  
 STA. 35+72.39 TO STA. 35+97.39 - 25 L.F.  
 TOTAL = 100 L.F.

**LEGEND**

NO.	ITEM	DESCRIPTION
1	611	REINFORCED CONCRETE APPROACH SLAB (T-17"), AS PER PLAN
2	304	6" AGGREGATE BASE
3	408	BITUMINOUS PRIME COAT @ 0.4 GAL./ SQ. YD.
4	611	REINFORCED CONCRETE APPROACH SLAB (T-15"), AS PER PLAN
5	203	SUBGRADE COMPACTION
6	830	CURB, TYPE 4-A
7	606	GUARDRAIL, TYPE 5
8	870	SEEDING & MULCHING (SEE SHEET 29)
9	844	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (PARAPET)
10	448	2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, P664-22 (UNDER GUARDRAIL)
11	203	LINEAR GRADING

**NOTES:**

▲ SHOULDER SLOPE BREAKS,  
 STA. 1563+03.99 TO STA. 1563+33.56  
 STA. 1564+65.68 TO STA. 1564+95.68  
 SEE SHEET 875/1175 FOR DETAILS.

▲ INCLUDE CURB TYPE 4-A  
 TO THIS SECTION (SEE  
 TYPICAL SECTION #28  
 FOR DETAIL).